FREIGHT TRAFFIC ISSUE

What Shippers Think Of Plan 3 Piggyback

November 24, 1958

RAILWAY AGE *weekly*

Piggybacking

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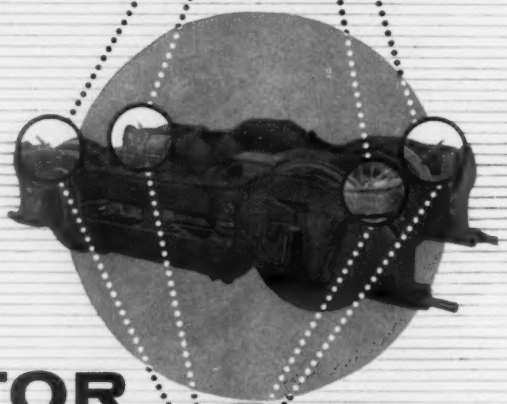

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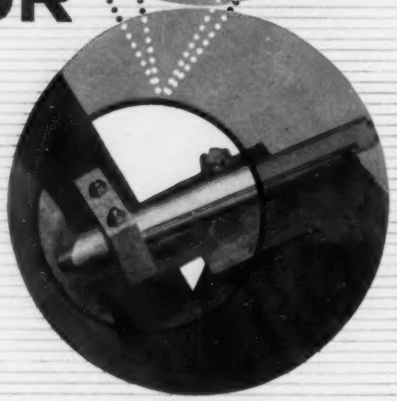

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RAILWAY AGE *weekly* November 24, 1958 • Vol. 145, No. 21

Week at a Glance

Departments

Freight Car Loadings 71
Freight Operating Statistics 64
Ideas for Better Shipping .. 54
Letters from Readers 67
New Equipment 71
New Products Report 26
People in the News 68
Railroading After Hours .. 22
Railway Market 71
Shippers' Guide 51
Supply Trade 68
The Action Page 78
Traffic Poll 13
Watching Washington 10
You Ought to Know 76

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Mergers proposed in East, South ..... p. 9

N&W-Virginian unification would ally two prosperous coal roads, eliminate costly duplication of facilities. Merger of five New England roads would strengthen the lines' regional position, but offer few opportunities for consolidation of facilities.

What shippers think of Plan III piggyback p.13

They like it, responses to the Railway Age November Traffic Poll show. Only a few traffic managers see any danger that railroad carriage of shippers' trailers will undermine the carload rate structure.

Piggybacking pushes toward new growth p.16

TOFC service is having a far-reaching impact. New developments in the field will be watched closely as railroads go into what most people believe will be a more prosperous 1959. One development —line-haul transportation of shipper trailers—may be TOFC's area of greatest potential.

Containers—next step in freight? p.30

A "common denominator" freight container—transportable by rail, highway, water or air—is an intriguing possibility. It could mean substantial savings to shippers and carriers alike. Railway Age surveys the problems, reports on what's already been accomplished, and hazards a guess as to what the future may bring.

How radio helps L&HR shippers p.46

Fast schedules with prompt handling of cars at interchange points is routine. Installation of a complete radio system has been a big factor. A feature of the system is dispatcher control of wayside stations, which permits him to talk directly to train crews.

Minnesota OK's agency plan p.66

C&NW's central agency plan will become effective Dec. 1 in Minnesota. The Railroad and Warehouse Commission has so decided, skirting a federal judge's decision upsetting a similar plan. Estimated savings for C&NW in Minnesota: $300,000 a year.

Commuter relief without subsidy? p.74

Five Chicago railroads believe it can be done, if they get a change in regulatory procedure that would permit them to justify a fare or service change after, not before, it goes into effect—and if they get tax reductions on commuter facilities.

The Action Page—Use the most economical tool! p.78

Railroads need a more economical tool than the box car for going

Vol. 1

Railway Executive News

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SELECTIVE SERVICING CUTS SET-OUTS 92%, ONE ROAD REPORTS

A study of hot box set-outs on a single 330 mile daily run, evidenced the value of SERVOSAFE selective servicing. Before the Servosafe System was installed there were 25 set-outs in six months' time. With the Servosafe System in operation, only two set-outs were necessary in the following six months.

The train selected for this study runs 330 miles non-stop after only a limited stop at one station. Thorough journal inspection using conventional methods was uneconomical in the available time.

With the Servosafe Hot Box Detective, all trains coming into this check point receive automatic journal inspection. Journals showing abnormalities are precisely located and service work is concentrated on these bearings. By wasting no time looking over the entire train for the danger areas, every minute of the brief stop is spent correcting pre-located troubles. ■

New York Central Goes System-Wide With Servosafe® Hot Box Detective*

By extending its SERVOSAFE® Infrared Detective System to a system-wide basis, the New York Central has become the world's largest user of hot box detectors.

Recognizing the hot box as the biggest single factor behind freight train derailments, the Central is increasing its use of SERVOSAFE Detectives to cover its entire 10,700 mile, 11 state system.

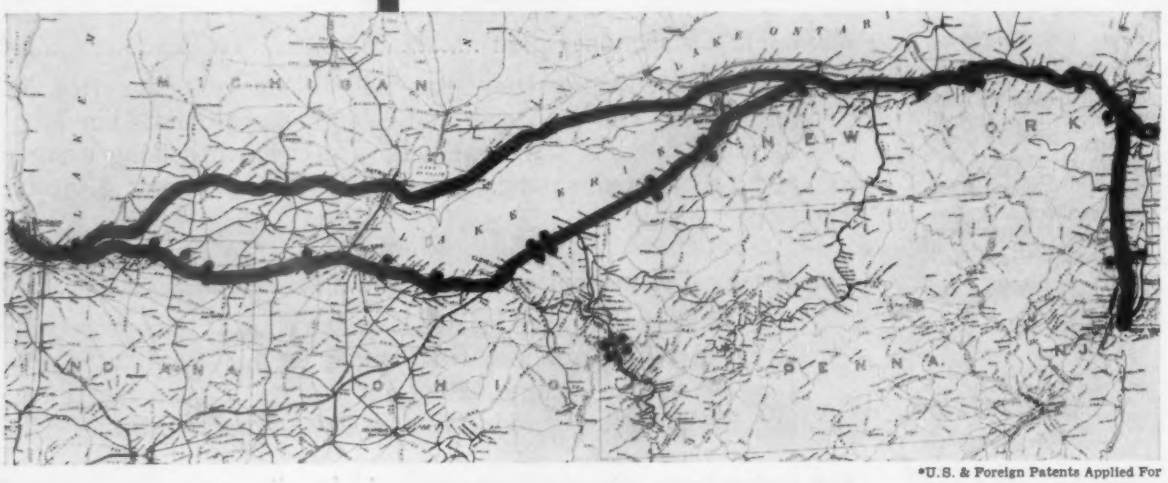
As shown by the map below, 17 units at nine locations are now in operation—with 15 more units at 12 new locations being installed by December. Early in 1959, the road plans to install 20 more units.

Located at terminals and interchanges, at interim inspection points and along the right of way at strategic spots, these SERVOSAFE Hot Box Detectives locate overheated journals automatically, instantly and accurately. By giving early warning, they reduce repair costs. By pinpointing incipient hot boxes, they minimize inspection time and make possible selective servicing. Fewer set-outs and reduced car shopping are results which have been proven on ten major railroads using the SERVOSAFE System.

In addition to direct savings, shipping schedules are better maintained, and equipment, CTC, interlockings, structure and "consist" are protected against damage caused by hot boxes. ■

New York Central's first Hot Box Detective installation was made early in 1957 at Huron, Ohio. Its performance led to units being placed near Wauseon, Ohio; Dock Junction, Pennsylvania; Brimfield, Indiana; and Syracuse, Canastota, Oneida, Chili Junction and Angola, all in New York State.

The Hot Box Detectives now being delivered will be located at Germantown, Garrison, Savannah and Ripley, New York; Amherst, Crestline, Galion and Russia, Ohio; New Carlisle, Ingalls and Millers, Indiana; and Ann Arbor, Michigan.



*U.S. & Foreign Patents Applied For

Week at a Glance CONT.

Current Statistics

Operating revenues, nine months	
1958	$7,012,303,984
1957	7,920,664,893
Operating expenses, nine months	
1958	5,612,987,864
1957	6,188,806,448
Taxes, nine months	
1958	686,238,403
1957	828,306,291
Net railway operating income, nine months	
1958	487,759,288
1957	699,669,837
Net income estimated eight months	
1958	354,000,000
1957	540,000,000
Average price 20 railroad stocks	
Nov. 18, 1958	104.26
Nov. 19, 1957	64.29
Carloadings revenue freight	
Forty-five wks., 1958	26,217,970
Forty-five wks., 1957	31,445,478
Average daily freight car surplus	
Wk. ended Nov. 15, 1958	14,043
Wk. ended Nov. 16, 1957	19,032
Average daily freight car shortage	
Wk. ended Nov. 15, 1958	1,549
Wk. ended Nov. 16, 1957	218
Freight cars on order	
November 1, 1958	23,670
November 1, 1957	65,718
Freight cars delivered	
Ten months, 1958	36,255
Ten months, 1957	84,639

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out after loads far below box-car capacity. The answer may lie in container and piggyback service. Trailers and containers offer many advantages which make them attractive to customers—and they can reduce terminal costs.

Short and Significant

Top-level staff changes . . .

are coming on the Monon. Charles E. Ragland, vice president—traffic, will take the same position on New Haven Jan. 1. Reliable reports indicate that others will be announced by the end of the year.

Another Plan 1 piggybacker . . .

will be the Chesapeake & Ohio (RA, Sept. 29, p. 7). With 50 85-ft flat cars coming from ACF, the road currently is completing service arrangements. One to straighten out: a zoning hassle with Chicago over the location of a loading ramp.

A threatened Dec. 1 non-ops strike . . .

against the Canadian railways may still be averted—but the prospects aren't overly bright. The carriers have been granted a rate hike which would almost cover the cost of recommended wage increases. But the Cabinet has yet to act on the rate case and the railways won't tie themselves to a wage boost when there's a chance the rate increase may be upset.

The non-ops have refused . . .

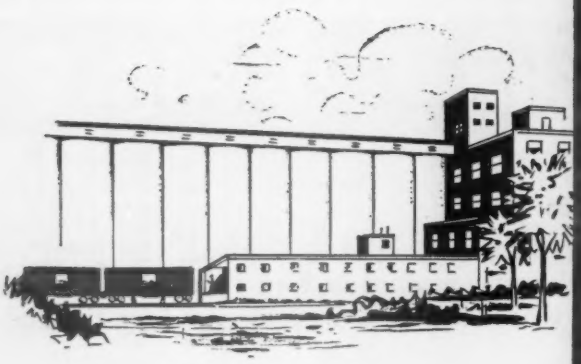
to postpone the strike date, although the carriers agreed to grant the wage increase Dec. 1 if the rate hike still stands at that time. The unions don't consider the wage and rate cases related. Next move is up to the Cabinet, which will hear provincial appeals on the rate increase Nov. 24.

A sign of times to come . . .

could well be Chesapeake & Ohio's new operating department rulebook. Just recently issued, it mentions not once the position or duties of locomotive fireman.

Reform of Maine's railroad excise tax laws . . .

will be sought by the state's five major railroads in January. The excise tax is now levied at a minimum rate of 3.25 per cent of gross revenue, regardless of net income or ability to pay. The railroads plan to propose an amendment that would not change the rate, but "would provide that the tax payable by the railroads in any year be reduced by an equal amount to the difference between net railway operating income necessary to earn a 5.75 per cent return on investment and actual net railway operating income for the preceding year." In no event would the tax be less than 1 per cent gross.



Here is evidence of the results you get with ADM Freight Liner 810 in boxcars. Top picture is before treatment.

Minneapolis & St. Louis Railway reports:

8 to 10 Extra Flour Cars every day with ADM Freight Liner 810

Smooth, tight interior with full sanitary protection is shown in bottom picture. The finished job dried in minutes.

● Sacked flour must be shipped in boxcars with clean, smooth linings . . . free from rough or broken areas, grease and oil stains. The flour millers in Minneapolis have trouble getting enough top grade cars; rejections run high.

The Minneapolis & St. Louis Railway Company, using the ADM Freight Liner System, has substantially increased the number of flour cars it supplies to Minneapolis mills. The M • St. L. is now providing eight to ten *extra* flour cars each day . . . eight to ten *extra revenue* cars. And it has not had a single Freight Liner-treated car rejected.

Like 30 other U.S. railroads that have upgraded more than 80,000 cars with Freight Liner in the last two years, the Minneapolis & St. Louis finds Freight Liner ideal when sealed, smooth interiors are a must.

The plastic-and-fiberglass treatment seals rough or broken walls and corners with a smooth, tough surface that is moisture-proof and easy to clean. And the plastic alone seals off oil and grease spots. The Pure Food and Drug Administration approves ADM Freight Liner 810 for shipment and storage of foodstuffs.

Let ADM technical service personnel show you how economical and easy-to-apply Freight Liner can solve your high-grade lading problems. For a demonstration on your cars, write, wire or phone ADM Freight Liner System, Archer-Daniels-Midland Company, 732 Investors Building, Minneapolis 2, Minn. (Federal 3-2112).

Archer-Daniels-Midland

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700

Mergers Proposed in East, South

New England merger would unite New Haven, Boston & Maine, Maine Central, Bangor & Aroostook, and Rutland. In the South, two big coal haulers, Norfolk & Western and Virginian, are studying unification.

► **The Story at a Glance: Railroad merger talk reached a new high pitch last week. Latest candidates for unification:**

- **A pair of prosperous coal roads—Norfolk & Western and Virginian. Both are solidly in the black. Prospect: consolidation of facilities along several hundred miles of duplicated track.**
- **Five New England independent roads—three in the black, two in the red. Prospect: a strengthened regional position, but little opportunity for consolidation of facilities since end-to-end mergers would be involved.**

Meanwhile, seven other eastern roads deny reports they're contemplating a "counter merger" if the proposed New York Central-Pennsylvania merger comes off—but concede they've met to discuss the "impact" of such a merger.

The Norfolk & Western and the Virginian are the latest railroads to succumb to what has been called "the urge to merge."

In a joint statement, N&W President Stuart T. Saunders and Virginian President F. D. Beale said such a union would present "most attractive prospects." Specifically:

"Substantial operating economies could be effected by routing traffic interchangeably over the N&W and Virginian lines to take advantage of the modern yards and terminal facilities and more favorable grades of each railroad. Motive power and cars could be used more efficiently and duplicate facilities eliminated."

N&W operates 2,132 miles of road from Norfolk, Va., west through the West Virginia coalfields to Cincinnati and Columbus, Ohio. Virginian operates over 600 miles of road from Deepwater Bridge, W. Va., to its own port facilities near Norfolk.

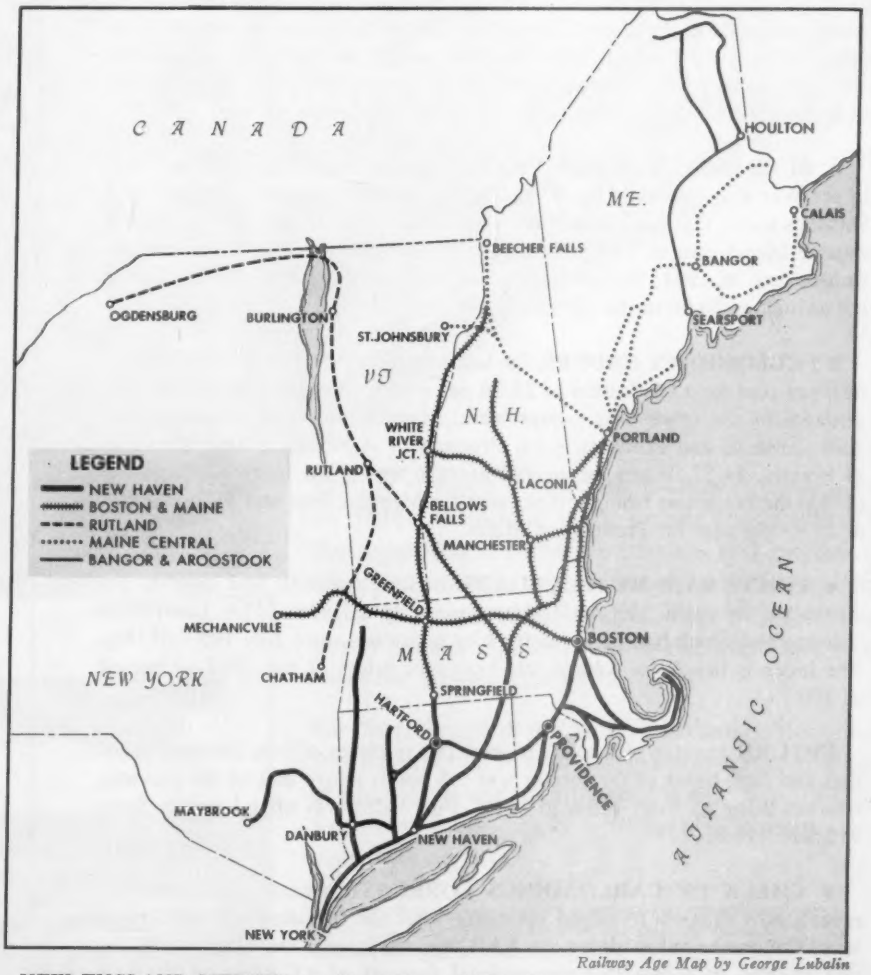
A merger would create a 2,740-mile road with total assets of more than $900,000,000. It would ally two roads that weathered the recession better than most. N&W's net for the first nine months of 1958 was $27,265,911. Virginian's net for the same period was $8,383,312.

The proposed New England merger —which would unite the New Haven, Boston & Maine, Maine Central, Bangor & Aroostook, and Rutland—differs in several ways from the proposed N&W-Virginian merger and others that would link SAL-ACL, PRR-NYC, GN-NP-CB&Q-SP&S, D&H-DL&W-Erie.

- The New England proposal involves all of the independent Class I roads of an entire region.
- It would offer insignificant savings in consolidation of facilities. The advantages would seem to lie in a strengthening of the roads' regional position.
- Perhaps most damaging to its hope of success, it proposes to join two large carriers in serious financial troubles with three medium-size lines that are keeping their accounts in black ink.

Route miles for the New Haven total 1,762, the B&M, 1,570, MC, 944, B&A, 602, Rutland, 391. Altogether the new system would start with 5,269 miles (see map), very little of which is in parallel routes.

This geographical fact distinguishes



Railway Age Map by George Lubalin

NEW ENGLAND MERGER would create a 5,269-mile system blanketing the region and extending into neighboring New York. Map shows only principal routes of five roads involved. They have few parallel routes.

the New England merger talks from many of the others recently in the news. One of the major advantages most of the other mergers offer is the possibility of carrying two roads' business on one road's right of way. The New England network would offer little apparent opportunity for eliminating surplus route miles.

The combined corporate assets of the five roads, based on 1957 annual reports, are close to $890,000,000. Operating ratios for the five roads in 1958 range from 80.4 for the Maine Central to 91.5 for the Rutland, with the others closer to 85.1, which is the average for all five.

These operating ratios are high, reflecting the special problems of operating a railroad in New England in 1958's economic slump.

With roughly similar operating ratios, the three smaller roads (with relatively small long term debt) have managed to come up with a net income after fixed charges, but the two large roads (with large debt structures) show a combined net loss of $7,000,000 for nine months of 1958.

Would a regional merger help the area as well as the railroads? That question was the subject of discussion at a meeting last Thursday of five of the six New England governors.

Last year, when the possibility of a B&M-New Haven merger was being discussed, the Committee of Public Transportation of the New England Governors' Conference opposed the project on the grounds that a combination of the two lines would "destroy important competition" (RA, Apr. 8, 1957, p. 12). At that time, the governors' committee said that an end-to-end merger of either or both of the carriers with one of the connecting trunk lines would be beneficial, although it would be unwise for the two to merge with each other. This year, the admitted difficulties of the New England roads may win more public support for rail self-help projects.

Governor Edmund S. Muskie of Maine told Railway Age that he was interested in studying the proposal carefully before taking an official position pro or con.

Lane Dwinell, Governor of New Hampshire, commented that "every possible step should be taken to strengthen New England railroads."

Governor Joseph B. Johnson of Vermont said, "I do not know how practical it would be to have one railroad system for New England because of the problems in connection with other sections of the continent. I shall be interested to learn of any new ideas that may be proposed for the committee just appointed by the railroads. I am not taking any firm position at this time."

Wall Street opinion on the possibilities of a New England merger was summed up by an analyst who is particularly interested in rail securities. He said he was highly skeptical of the chances of an eventual merger, but had "great hopes" that the New England roads "short of corporate merger" may be able to find a mutual solution for their difficulties.

As he saw it, the merger talks could be the necessary stimulus in getting the roads together on such questions as through rates, mutual cooperation on joint facilities, etc.

Meanwhile, William White, president of the Delaware & Hudson, issued an emphatic denial of reports circulating in New York that a merger of seven carriers—including the D&H—was under consideration as a counter-move to the proposed NYC-PRR merger.

Mr. White said the "impact" of a possible NYC-PRR merger was discussed in Cleveland at a meeting of executives of the D&H, B&O, C&O, Erie, Nickel Plate, Lackawanna, and Reading. But "there was no discussion about any merger proposal except that of the PRR-NYC and that of the Erie-DL&W-D&H."

Mr. White added: "When railroad men get together these days they are prone to discuss logical combinations of railroads but that does not mean any specific merger proposals were discussed at our Cleveland meeting. And as far as I know, there will be none at our next meeting."

Watching Washington *with Walter Taft*

• **RATE-MAKING GUIDES** which were not changed by the Transportation Act of 1958 are being talked about by Commissioner Tuggle of the ICC. He mentions especially the prohibition against unjust discrimination and undue preference. These, he notes, could require condemnation of proposed rates designed to win traffic from a competing mode of transportation.

NOT CLEAR AND PRECISE as they might be is what Mr. Tuggle thinks of some Commission decisions in these preference and prejudice cases. As to competitive rate cases turning on cost evidence, his advice to carriers is to make better records. He suggests that the quality and quantity of evidence must be considered in any sound appraisal of Commission policy or variations in decisions dealing with what appear to be comparable situations.

• **BURDEN OF RAILROAD RATES** remains relatively less than it was in pre-War years. A study by the ICC's Bureau of Transport Economics and Statistics shows that gross freight revenues of the 1946-56 period ranged from about 5.50 per cent to 5.75 per cent of the destination value of commodities transported. In 1941, the percentage was 7.26. It was 7.90 in 1928, and it got as high as 10.66 in the '30's.

BY COMMODITY GROUPS, the latest figures (1956) show a range from 2.50 per cent for LCL freight to 24.36 per cent for Products of Mines. Percentages of the other four groups were: Manufactures and Miscellaneous, 3.98; Animals and Products, 4.14; Products of Agriculture, 7.44; Products of Forests, 14.57. When the overall average was at its 10.66 per cent top (1933) the range was from 6.30 per cent for Manufactures and Miscellaneous to 35.95 per cent for Products of Mines.

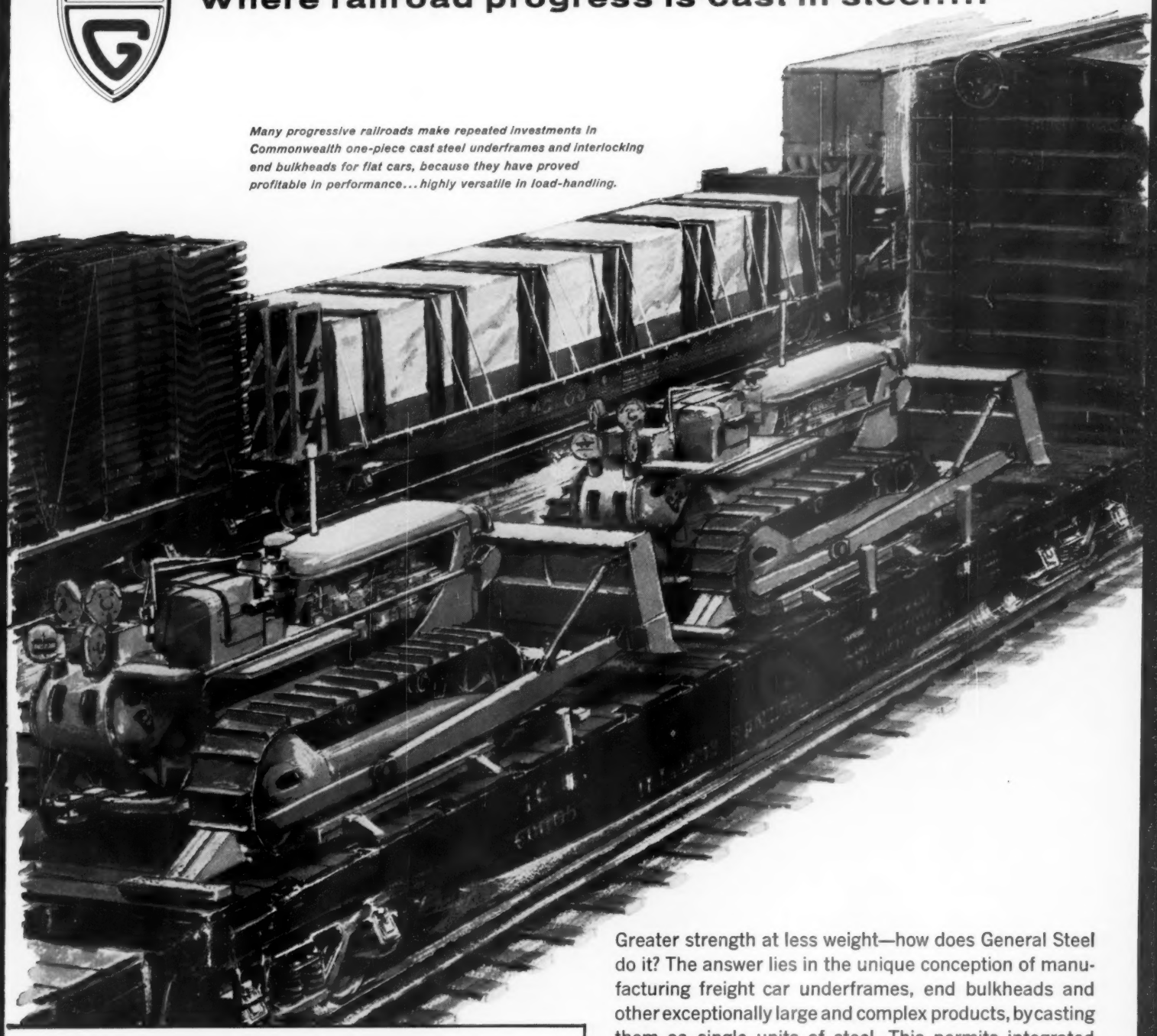
• **PRICES PAID BY RAILROADS** for fuel, materials and supplies are on the way up again. The AAR's latest quarterly index, at 141.6, interrupted a downtrend which had persisted for four quarters—since July 1957's 144.0. The index is based on average mid-year spot prices of the 1947-49 period as 100.

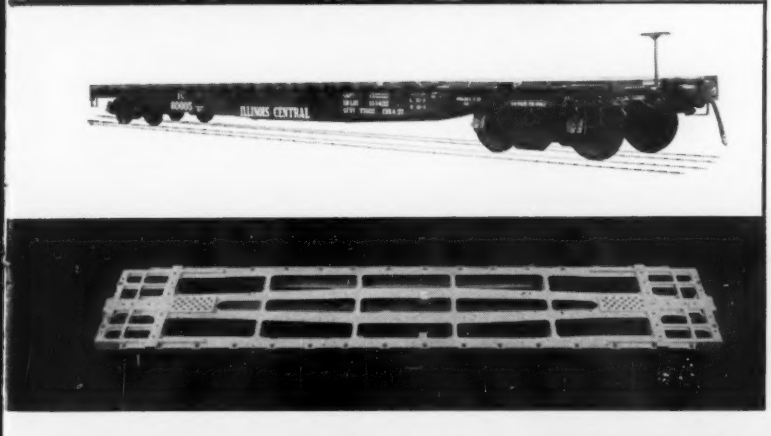
UPTURN was due principally to increases in prices of iron and steel products and fuel. Index of the former was 5.5 points above that of the previous quarter, being up from 185.6 to 191.1. Fuel index was up 4.1 points, from 112.7 to 116.8.

• **CHECK OF CARLOADINGS FORECAST** against actual loadings reveals how shippers remained optimistic after the recession was well under way. The checks are made by the AAR, and the latest covers this year's second quarter. It shows that the national forecast of 13 Regional Shippers Advisory Boards overestimated loadings by 832,890 cars, or 12.8 per cent. That followed a 14.7 per cent overestimate for the previous quarter.

Where railroad progress is cast in steel....

Many progressive railroads make repeated investments in Commonwealth one-piece cast steel underframes and interlocking end bulkheads for flat cars, because they have proved profitable in performance... highly versatile in load-handling.





Greater strength at less weight—how does General Steel do it? The answer lies in the unique conception of manufacturing freight car underframes, end bulkheads and other exceptionally large and complex products, by casting them as single units of steel. This permits integrated design, better distribution of metal within the design, to meet the stresses, carry the loads.

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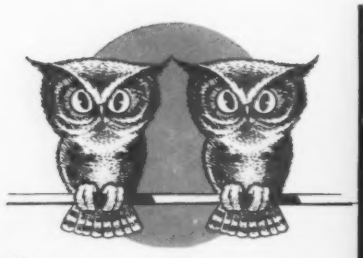

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November Traffic Poll

Shippers Like Plan III Piggyback

Most traffic managers view railroad carriage of shippers' trailers as "a step in the right direction." Only a few see any danger of its undermining the carload rate structure; others "hope" it will have that result.

Proposition

In recent months, a number of railroads have established rates for so-called Plan III piggyback, i.e., line-haul, ramp-to-ramp rail service for highway trailers owned by private shippers. Objective of the new service, according to one leading railroad traffic man, "is to get freight we couldn't get otherwise—freight that is not now being handled either by common carrier truckers or by the railroads, but by private and exempt carriers." On the other hand, some railroad traffic men have expressed the fear that "Plan III" piggyback rates may tend to undermine the prevailing carload rate structure.

Questions

(1) Do you think "Plan III" piggyback may be able to accomplish the objective stated above?

Yes	55
No	12
Partially	2

(2) From the shipper's standpoint, do you consider its inauguration:

Good	53
Bad	5
Unimportant	10

(3) Assuming that your operations and requirements permit, would you be disposed to give it a fair trial?

Yes	62
No	3

(4) Do you see any danger that "Plan III" piggyback rates may "undermine" the prevailing carload rate structure?

Yes	11
No	50
Doubtful	3

Inauguration of "Plan III" piggyback—railroad flat car transportation of shipper-owned highway trailers—is an innovation overwhelmingly approved by industrial traffic managers. The succinct comment, "It is a step in the right direction,"[1] pretty well sums up the reaction of about five out of six respondents to Railway Age's survey of shipper opinion.

Equally broad in its implication of overall approval was the comment that: "This type of innovation in rate-making is sorely needed by the railroads, and the service by the shipper who can put it to use in his own operation."[2] Similarly: "This is a progressive step on the part of the railroads to regain some part of the traffic lost to private carriage, and get new traffic that is exempt."[3]

Most respondents who discuss the question at all feel that piggybacking of private trailers will achieve its stated objective, i.e., get for the railroads some freight they could not otherwise obtain. "There seems to be no doubt," according to one man, that it will achieve that end.[4] In another view, "the statistics of private carriage indicate that this is a field of greater opportunity than common carrier piggyback."[5]

"Inauguration [of Plan III] indicates that the railroads are now using the initiative and imagination which have been too often neglected in the past. The removal of the transportation tax on freight narrows the advantage of private over common carriage and could cause a diversion back from private to conventional common carriage—except that the shipper would be unable to benefit from the equipment into which he has sunk a lot of capital. The answer—Plan III."[6]

Some of the approvals, however, are qualified in some particulars. One, for example, thinks there may be "relatively few shippers" in position to deliver trailers at origin and also have tractors and drivers available at destination. But those who are in that position, e. g., those with two-way inter-plant movements, "would certainly be interested."[3]

Two other men speak of the possibility of loss accruing from diversion of existing carload traffic to Plan III piggyback.[4,5] But the first of the two who suggest this also

(*Continued on page 44*)

The Opinions Are Theirs

[1]A. A. JUSKO, TM (Trenton) *Fedders-Quigan Corp., Trenton, N.J.*
[2]D. H. WETZEL, ATM *American-Olean Tile Co., Lansdale, Pa.*
[3]J. P. TABOIKA, GTM ..... *Cowles Chemical Co., Cleveland.*
[4]V. M. STECHISHIN, Mgr. *Manitoba Trans. Comm., Winnipeg.*
[5]M. E. COUGHLIN, Dir. of Traf. *T. J. Lipton, Inc., Hoboken, N.J.*
[6]D. L. KOERBER, Exec. Sec. *Coal Traffic Bureau, Pittsburgh.*
[7]HOWARD POLLEN, TM *P. Ballantine & Sons, Newark, N.J.*
[8]B. J. HANRAHAN, GTM ..... *Cuneo Press, Inc., Chicago.*
[9]H. P. GABRIEL, GTM *Hershey Chocolate Corp., Hershey, Pa.*
[10]R. E. COVEY, TM *American Sugar Refining Co., New York.*
[11]Geo. FRANK, TM ..... *H. L. Green Co., New York.*
[12]J. A. WILLERT, TM *Mystik Adhesive Products, Inc., Chicago.*
[13]A. M. CLONINGER, GTM *Longview Fibre Co., Longview, Wash.*
[14]W. E. MALEY, GTM *U.S. Borax & Chemical Corp., Los Angeles.*
[15]W. K. CABOT, GTM *Johnson & Johnson, New Brunswick, N.J.*
[16]H. H. HORTON, GTM (Ret.) *General Baking Co., New York.*
[17]D. M. DALY, Dir. of Traf. *Bristol-Myers Co., Hillside, N.J.*
[18]G. W. ALBERTSON, GTM *F. W. Woolworth Co., New York.*
[19]HUGO WANINGER, Vice-Pres. *Anheuser-Busch, St. Louis.*

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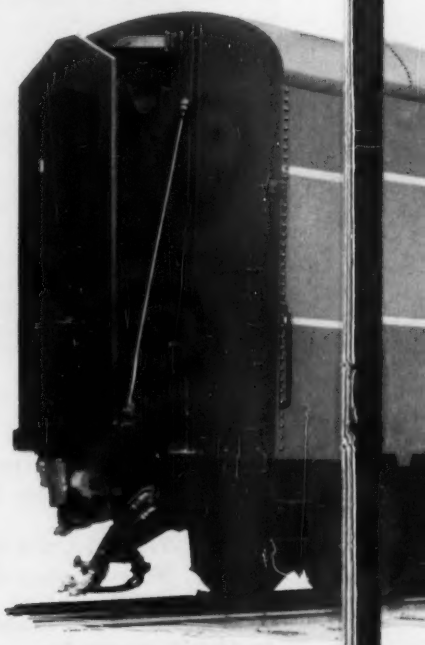

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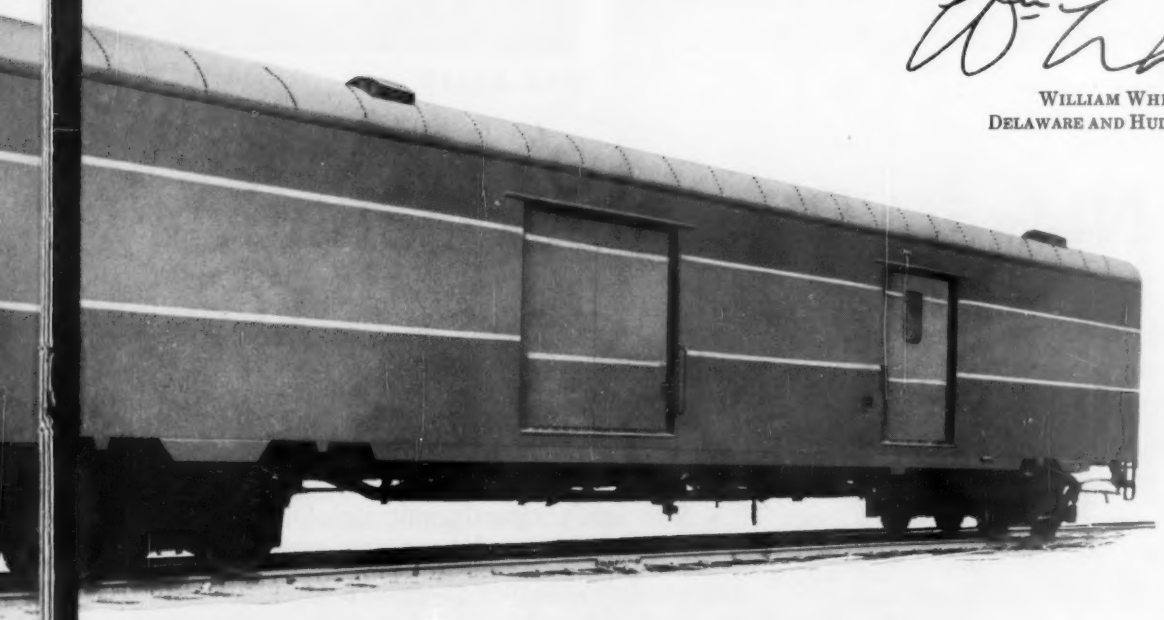
William White, President
Delaware and Hudson Railroad



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Newest Piggyback Form May

A year ago the suggestion that a flourishing piggyback business might someday shift railroad attention away from the basic box car was easily dismissed. Nowadays, the idea is gaining supporters—though it's still a long way from general acceptance.

Piggyback advocates today can point to the current scramble for cars and customers, and to numerous new rate ideas, as evidence that TOFC service already is having a far-reaching impact. It could be the thing that pushes box car service to maximum efficiency (p. 78).

As railroads go into what most expect will be a more prosperous 1959, these piggybacking developments will bear watching:

- TOFC has moved into what could be its field of greatest potential—line-haul transportation of shipper trailers.
- New rate proposals, only some of which are under suspension by the ICC, are already in shape to promote new piggyback growth.
- Research and testing, by suppliers and railroads alike, is continuing to pay off in new equipment ideas, particularly in containers and ways to handle them (p. 30). At least one new type of low-floor flat car is in the design stage.

The year 1958 may well be remembered as the year in which piggyback really proved its value as a saleable transportation concept.

In the face of a national recession, when carloadings slumped as much as 20 per cent behind 1957, TOFC volume either held steady or, in a few cases, actually pushed above year-earlier levels. The declines were largely in Plan I operations.

A spot check by Railway Age last summer showed what was happening. By the first of May, well ahead of any upturn in regular carloadings, piggyback volume was running above last year. This trend continued, and improved. By August, TOFC was holding eight per cent above the same period a year ago.

Then, as business began to pick up in late summer, piggybacking began to move in new directions. Plan III service, previously tried in a limited way in the Midwest, began to spread across the country.

Sparked by freight forwarders like Universal Carloading, which saw in piggyback a way to improve service and cut costs, several trailer-hauling railroads began publishing new tariffs to go after forwarder and private shipper business.

Most of these rail rates went into effect; business has been and is moving on them.

But forwarder rate proposals, predicated on the new Plan III rail rates, ran into trouble. The ICC suspended one group of them for investigation (I&S 6993) after motor carriers protested that the whole Plan III idea was suddenly about to invade their field of business and, they said, change the forwarder service.

AND NOW SHIPPER-TRAILER.

Be Biggest Breakthrough Yet

Concurrently, as these developments were taking shape generally in the East, western roads moved in still another direction. Plan IV piggyback service, in which the shipper provides not only the trailer but the flat car as well, was initiated between Chicago and California. This move was applauded by forwarders, too. But this idea shortly ran into difficulty when participating roads proposed to set up similar Plan IV service, Chicago to the Pacific Northwest. The ICC suspended these tariffs.

These setbacks, if they prove to be such, fortunately came at a time when piggybacking could best afford them. With business in an upturn, Plan I and Plan II were doing well. By October, piggyback flats were in tight supply. The need for cars precipitated car orders. At Chicago, the Illinois Central, to name just one road, announced expansion of its Plan II service to Omaha and Sioux City—and said it was converting another 40 box cars into piggyback flats. In the Northeast, just a few days ago, the Maine Central announced it would begin TOFC service soon.

Carbuilders, meanwhile, took a long look at what was happening and began to envision new business. Trailer Train, the pool company, placed orders for 800 new 85-ft flats at ACF and Pullman-Standard. P-S, incidentally, is building 12 TTX cars daily by using an oversize welding jig—the company says it is the world's largest. This plant change may signal P-S entry into the build-and-lease field.

Piggybacking roads this year probably will load close to 270,000 cars. Loadings in mid-October were running around 20 per cent ahead of the same time a year ago, despite the ICC holdback of forwarder and other tariffs.

Figuring the actual number of trailers currently being handled in TOFC is no longer easy. The AAR compiles figures on cars loaded but not on the number of

(Continued on page 21)

THESE TOFC MOVES MADE IN 1958 . . .

SP, biggest user of center sill cars, rolled up volume in Plan I service.

FLORIDA EAST COAST was a newcomer in piggyback service in the Southeast.

LONGEST FLAT CARS of all are these 88-ft units, built by Santa Fe last summer.

Practically all equipment—new or reconditioned—going into Piggy-Back service rides on American Steel Foundries Ride-Control® Trucks.

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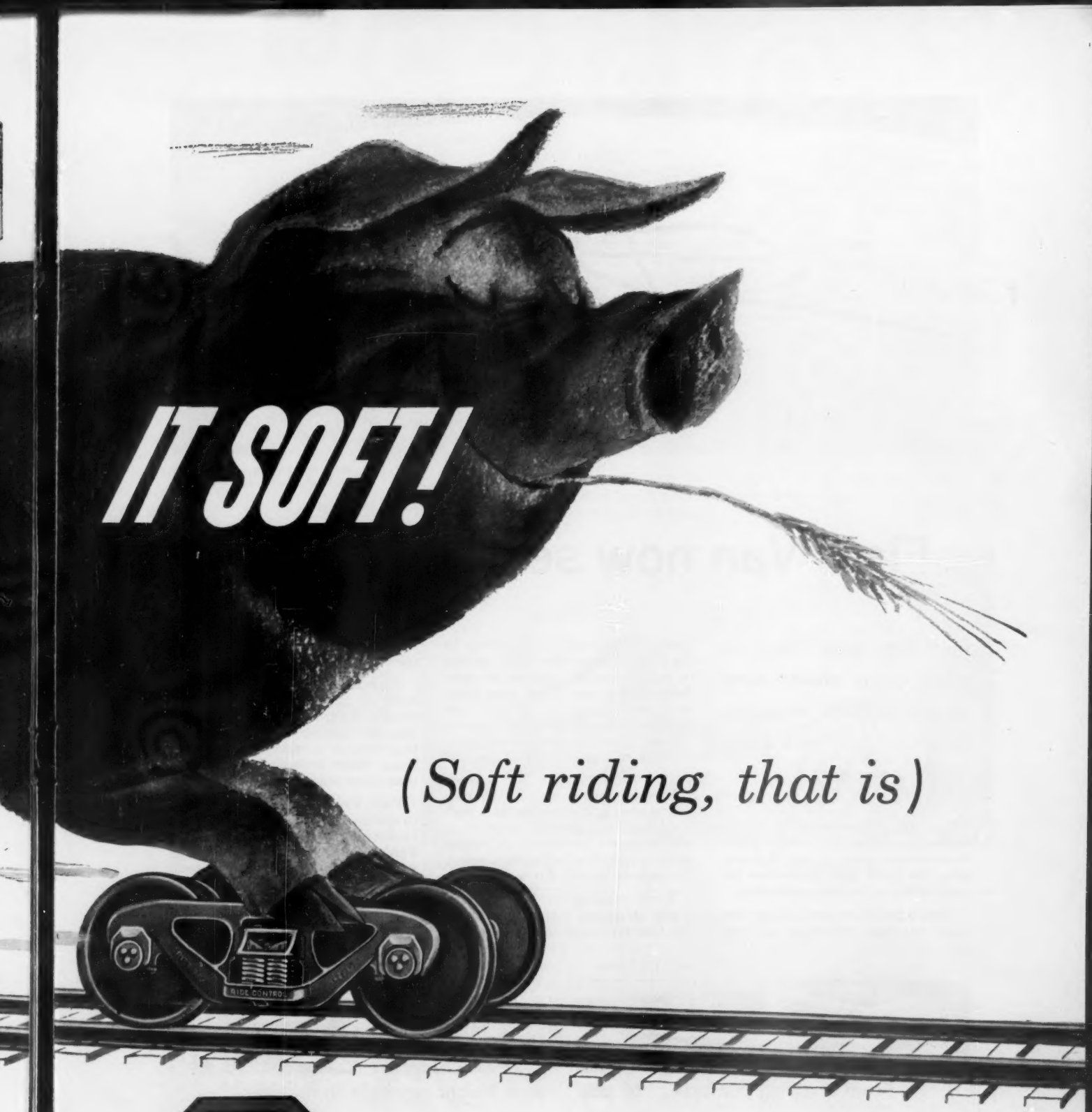

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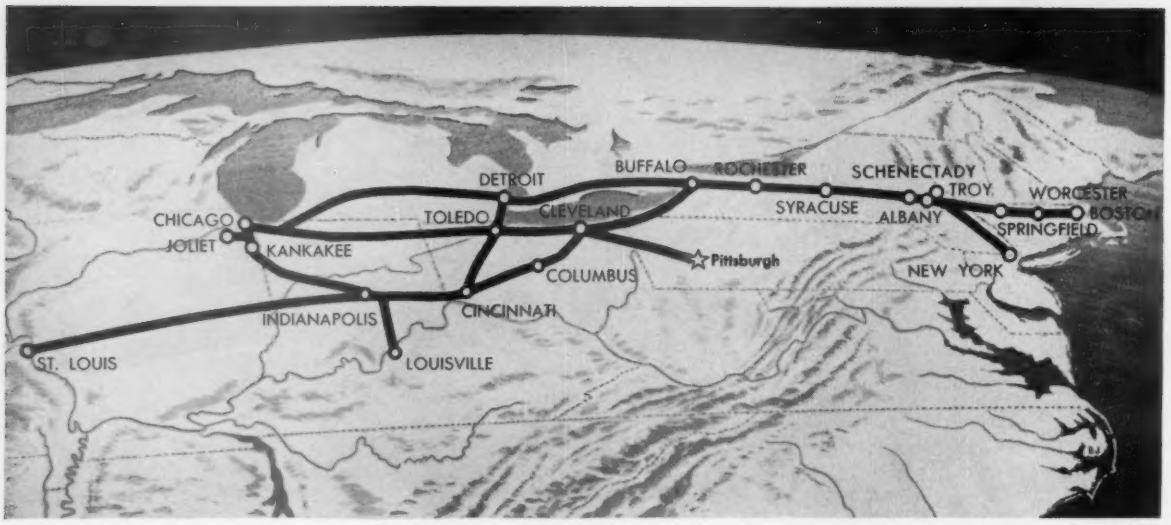

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New York Central's Flexi-Van Service gives you the advantages of door-to-door pick-up and delivery, plus the speed and all-weather dependability of rail transportation.

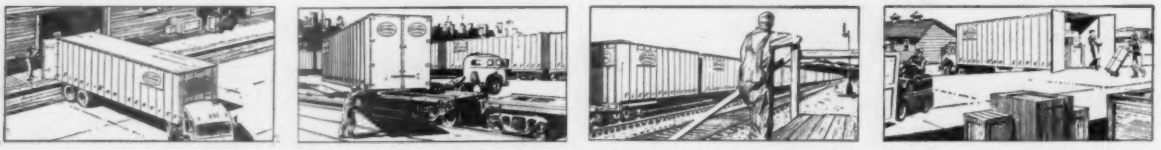
Here's how it works: A Flexi-Van picks up your shipment at your loading platform . . . it's driven to the railroad where the Van is shifted in only 4 minutes onto a specially designed flat car. Then your shipment rolls on one of Central's fast freights to the destination terminal —where it moves over the highway again to consignee's unloading platform.

Because the Van goes on the train minus wheels, it rides low. And with a low center of gravity, your Flexi-Van shipment rides easy, on rubber cushioning and roller bearings, reducing damage potential to a minimum.

From pick-up to delivery, the whole shipment takes place under the Central's undivided responsibility. You *deal with one office only*, receive *only one bill!*

Each Flexi-Van has a capacity of 2,200 cu. ft., yet minimum weights are low. Flexi-Van Service and rates may be "shipper tailored" to your product and to meet market situations. Rates are equal to or lower than other shipping methods.

Flexi-Van Service is easily adapted to special shipping requirements. All kinds of products already "go" Flexi-Van! Shippers use it to move egg yolks, magazines, TV sets and bulk sand, to name a few. Even an entire plant is being moved from one location to another (both off track) in 280 Flexi-Van loads.



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trailers per car. Figuring 1.5 trailers per car, which several companies use as a yardstick, the 270,000 cars this year would figure to handle 405,000 trailers.

Aside from the implications of piggybacking forwarder and shipper trailers, either as Plan III or Plan IV, current interest in TOFC circles is with longer flat cars. Champion from the standpoint of length is Santa Fe, with 25 88-footers. But in total number of cars presently on order, Trailer Train's 800 is tops. These 85-ft flats will be lighter in weight than TTXs shorter F-39's but will be capable of handling two 40-ft trailers.

Southern Pacific, top user of General American's Clejan cars, is getting 100 more of these center-sill units (85-ft) to augment its fleet of 150 79½-ft Clejan and 118 53½-ft conventional flats.

Other lines, including Union Pacific, North American, Lehigh Valley, Baltimore & Ohio and Lackawanna, also are getting new or converted cars.

Just in the last 4½ months there has been a significant upturn in car orders. Of 5,600 orders reported to Railway Age, both for new equipment and conversions, 1,415 have been for piggyback service.

Nor have forwarders held back from acquiring cars for Plan IV operations. U. S. Freight, parent of Universal Carloading, has not only joined TTX pool but has acquired, by lease or purchase, both Clejan and Flexi-Van equipment.

These equipment moves, concrete evidence of piggybacking growth, have tended to confuse the mechanical side of TOFC operations. No significant moves toward standardization are yet in sight, although this has its good point in giving new ideas a chance to see daylight.

One big move, on the supplier side, was the recent agreement announced between General American and Freuhauf. GATX will build and sell the Clejan cars, while Freuhauf is licensed to produce trailers and containers for the center-sill system. Pullman-Standard and Trailmobile continue tests of their PAT container system. ACF has sold more than 4,500 of its trailer hitches. Now in use on about 50 per cent of all pigybgack cars, this hitch may be closest approach so far to any degree of standardization. New York Central continues to turn in glowing reports of its Flexi-Van operation.

Flexi-Van has, in fact, recently gained two supporters in the Midwest. The Milwaukee has set up sales and operating staffs to be ready when its its Flexi-Van equipment—cars, vans and bogies—arrives about December 1. Burlington is getting 100 vans at a cost that works out close to conventional trailers, since license fees are paid on the bogie only. Both roads will interchange with NYC.

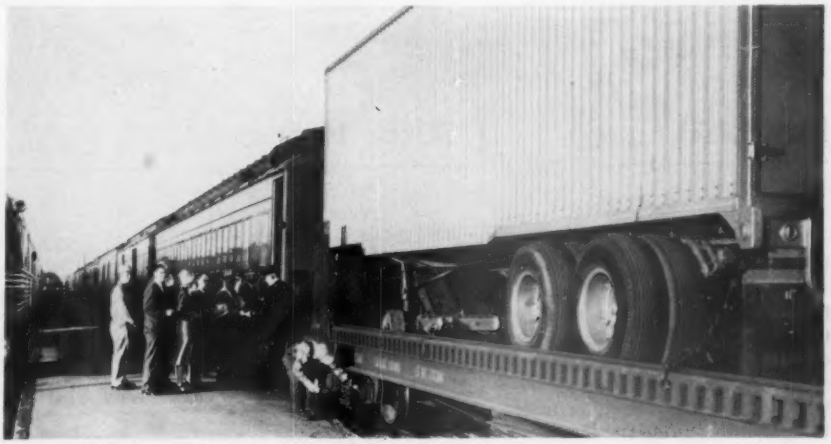
Apart from equipment, there is another area of standardization that appeals to piggyback railroads. The ICC recently allowed common carrier truckers to establish uniform interchange and per diem rules. AAR's Freight Station Section motor transportation committee hopes to use this as precedent to obtain authority for rail trucking subsidiaries to do likewise. That would involve per diem rates on TOFC trailers—which still vary widely—as well as certain trailer construction standards, loading and marking rules, accounting practices.

There are other indications of the growing maturity of TOFC. As a case in point, the AAR is now seeking more detail from member roads on piggyback operations—such things as number of trailers handled, loaded or empty, and whether trailers are trucker-owned, railroad-owned or shipper-owned. Roads up to now have been reporting only the number of cars loaded, which is only part of the story, of course.

Should individual roads be able to comply with the AAR's request without too much added clerical burden, the AAR might decide early next year to supplement the information on cars loaded which it publishes on form CS-54A.

This matter of trailers actually moved could stand clarification. Gross loadings on the Southern Pacific, for example, reflect that road's practice of reporting loadings in terms of trailer "units"—one 24-ft trailer being a "unit" and anything longer

(*Continued on page 22*)



PASSENGER TRAINS, too, carry trailers, as in this Burlington consist.

To Keep the Record Straight...

Piggybacking has taken on new forms in recent months, creating some confusion in terms. Here are the definitions of the various forms of TOFC referred to in the accompanying article:

Plan I—Rail transportation of trailers owned by motor common carriers. Truckers solicit and bill freight at truck rates. The shipper has no direct contact with the railroad. The trucker pays the railroad —either a "division" or a flat charge per trailer.

Plan II—Railroad trailers are moved in rail service. The railroad deals directly with the shipper, soliciting business under railroad truck-competitive tariffs.

Plan III—The shipper provides his own trailers, owning or leasing as he wishes. The shipper delivers loaded trailers to railhead; the railroad puts them aboard flat cars, ties them down, moves them to destination and grounds them; the shipper handles delivery. Rates are based on commodity and quantity moved, or on flat basis.

Plan IV—Rail movement of shipper trailers on shipper flat cars. The shipper takes trailers to and from railroad, and loads and unloads cars. The railroad performs origin to destination movement only. Rates are based on flat charge per car, whether trailers are loaded or empty.

NEWEST PIGGYBACK FORM (*Continued from page 21*)

than that counting as two. Such 24-ft trailers are popular in California, where laws permit towing two of them behind one tractor—hence the SP practice. It could cause confusion, though, to anyone trying to compare SP volume with, say, the Pennsylvania's.

The SP continues as one of the busier piggyback roads, whatever measure is used. Plan I operations there have expanded sharply, with present volume in the neighborhood of 600 trailers a month. With the Clejan cars, which require attachments on trailers, SP uses an incentive sales plan to sell motor carriers: a 5 per cent discount for "Clejanized" trailers. Much of SP's present Plan I volume comes from Consolidated Freightways, a major West Coast trucking firm, which also has signed up for Chicago-Pacific Coast service with SP, Denver & Rio Grande Western and Rock Island. Competing truckers are not happy with this since it promises to shorten Consolidated's route by about 435 miles.

In the Southeast, piggyback enthusiasm still grows slowly. Restrictive clearances are a factor, since they would curtail movements between southeastern points and the Northeast. If Trailer Train is successful in developing a new low-deck flat car, which it's working on now, that problem might be solved. At some points, already, piggybacking is going ahead. The Florida East Coast has a Plan I operation. Louisville & Nashville is working on interchange agreements with Missouri Pacific and Texas & New Orleans.

Yet the biggest talking point most places right now continues to be the Plan III service. Most observers are doubtful that many shippers, except perhaps the biggest, ever will join forwarders in acquiring car fleets for Plan IV operation, but there is no ceiling on what can be accomplished under Plan III.

Attention has turned, too, to improvement in freight schedules. Some shippers, along with forwarders, are talking up still faster service between the Midwest and the Pacific Coast. The idea of 72-hour service is heard—something railroad men say wouldn't be easy but neither would it be impossible. For one combination of roads, it would mean an average over-the-road speed of 32 mph.

Interest in keeping TOFC business on a growth trend, as far as train operation is concerned, is illustrated in the case of the Burlington. That road is running piggyback from Chicago to the Twin Cities in 11½ hours nightly. The road says an eastbound run of similar speed is in the making.

Railroading After Hours with Jim Lyne

BOB HENRY'S RETIREMENT—The recent retirement of Colonel Bob Henry brings to a close an eventful chapter in the history of joint public relations effort by the railroad industry. Colonel Bob headed the PR department of AAR from its formation (around 1934, as I recall). His was the job of pleading the railroads' cause before the court of public opinion under widely varying conditions—the pre-war depression, the war period, and the post-war era, which started out with a traffic surplus that didn't last.

A revealing sidelight on Bob's character is his travel behavior—which I observed during the crowded days of the war. He didn't reserve space in advance. He'd get on a train and take his chances on a berth or seat, after all revenue passengers had been accommodated.

TRAVEL ECONOMY—Earl Clarke of Hibbing, Minn., has sent me a couple of samples of the kind of railroad passenger advertisements I love to see—clipped from the Duluth News-Tribune. They are by the Great Northern, pointing out that "it costs far less" to travel by train (in that part of the country, anyhow) than by air. One ad features the Empire Builder. It compares Pullman cost with that of first class air travel (the round-trip from the Twin Cities to the coast saves the rail passenger $32). For coach passengers, the saving is even more substantial—$81.

CHANGE VS. PROGRESS—The U. S. is the only highly developed country in the world where patronage of railroad passenger service is on the wane—and this doesn't evidence "progress," but the direct opposite. Such is the contention of a Louisville attorney, J. Y. Kerr—in a letter one of his friends has shown me.

This viewpoint fits in with the article in the current "Harper's" by John Snyder—pointing out that air transport should be limited to longer flights, to avoid dangerous congestion of the air lanes. A plane making a 200-mile trip uses just as much tight terminal space as one going 2,000 miles. Nobody in government has the job of looking at transportation from the standpoint of the welfare of the country as a whole. It's high time this job be assigned.

BURT BEHLING, ECONOMIST—I get a lot of requests from railroaders for information—many having to do with such questions as railroad taxes, compared to other forms of transportation; government aid to this or that type of transportation (never railroads, of course). When the questions are simple, I try to answer them myself. When they're difficult, I ask Dr. Burton Behling, AAR economist, and he always comes up with the answer.

It may be a slightly shady trick on a good friend to broadcast the fact, as I am doing, that he is sitting on a pile of treasure. But, on the other hand, this is the kind of information that needs to get around for the good of the railroads.

ANECDOTE SEARCH—So far the only anecdote with a strictly railroad flavor that has come in, in response to my invitation, is one I can't print. It is the one about the difficulties which arose when a local freight crew tried to induce a balky jackass to move up the loading ramp into a car. Probably most readers know that one, anyhow. As evidence of the ingenuity of some trainmen, the story is an instructive one.

Incidentally, I have been asking people recently if they know whether any of those letterpresses that used to be part of the equipment of every station agent's office are still in existence. Before the days of typewriting with carbon paper, the letterpress and tissue book provided the standard method of keeping copies of all transactions.

A government official well-known to railroad men, not too long ago either, made letterpress copies of all his correspondence (so I'm told)—because he considered such copies more reliable than carbons.

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Colorful protection that goes on more speedily and keeps its "just painted" look longer is provided for a new series of freight cars of the Chicago, Burlington & Quincy Railroad with Pittsburgh's Chinese Red Hot-Spray CARHIDE.

● **This unusual color treatment** gives these new cars thousands of extra miles of distinctive advertising that builds prestige and good will.

● **Hot-Spray CARHIDE** saves money, too—in the paint shop and in traffic and operating departments. Heat is used in place of conventional thinner to adjust viscosity to weather and temperature. It goes on more uniformly in all seasons of the year, has better adhesion, dries quickly to a higher gloss, is more durable and retains its initial appearance for a longer time.

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● **Why not discuss** your finishing problems with us? Our long experience in providing attractive and durable finishes for leading railroads can save you time and money. Write, wire or phone Pittsburgh Plate Glass Company, Industrial Finishes Division, 1 Gateway Center, Pittsburgh, Pa.

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With Clejan Piggy Back, weight savings alone can mean the difference between profit and loss!

Lightest piggyback car in tare weight. The standard Clejan car weighs only 50,000 lb.—20,000 lb. less than the next lightest car.

Lowest priced piggyback car. The Clejan car is designed exclusively for piggyback service; elimination of non-essentials brings costs down.

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Permits intermix of trailers and containers. It's the only piggyback car that requires no modification.

Most economical to operate. Less weight means fewer trains are needed. Speed and ease of loading mean faster train make-up, and less yard switching.

Best railroad clearance. It is the only piggyback car that can take a standard trailer, 12′ 6″ in height, over all major rail lines.

Maximum protection for lading, trailer or container. Due to patented shock absorbing devices that permit the trailer to move 10″ under impact, there is 75% reduction in impact to trailer and ladings, over impact to rail car at 8½ mph.

These are some of the reasons why the Clejan car is becoming the standard of industry. Clejan cars represent 10% of all piggyback cars in service—yet in 1957, they carried 25% of all piggyback freight.

For further information on Clejan Piggy Back, call or write the nearest General American office. You'll find . . . *it pays to plan with General American.*

**CLEJAN—pronounced CLAY-JOHN*

GENERAL AMERICAN TRADE MARK

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New Products Report

Palletless Freight Trailer

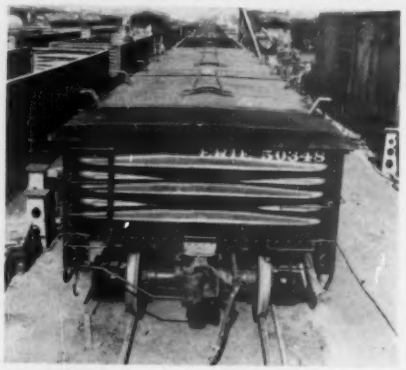
A new trailer, designed to eliminate the need for pallets, is said to substantially reduce freight handling time in outbound operations. At the loading dock a multiple fork-lift truck picks freight off the trailer and carries it into cars or trucks, where it is automatically shoved off the forks by a hydraulic pusher unit. The trailer is of all-steel construction, with rubber or steel wheels and automatic couplers. An illustrated data sheet is available. *Dept. RA, SI Handling Systems, Inc., PO Box 70, Easton, Pa.*

Lubricated-for-Life Truck

This compact, counterbalanced-type JackStacker walkie truck offers 1,000-pound capacity, with an overall length of 63¾-in including 24-in load. The truck will maneuver and high stack goods in aisles as narrow as 5-ft, 10-in. All controls, including brake, traction, lifting and tilting are located in one control handle. The truck is lubricated-for-life, eliminating the need for periodic lubrication, according to the manufacturer. *Lewis-Shepard Products, Inc., Dept. RA, 125 Walnut Street, Watertown 72, Mass.*

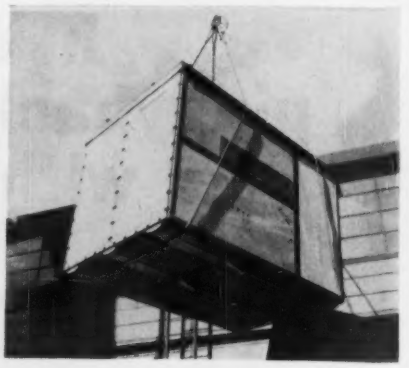
Car, Bin and Tank Liner

A new moisture and corrosion resistant coating is of special interest to shippers of bulk flour or sugar. Called "Duranite," the new coating is said to be extremely tough and non-toxic and to have superior adhesive properties. Now available commercially after more than two years of service as a protective liner for the interiors of railroad cars, Duranite is also applicable as a lining for flour bins, grain elevators, bulk food storage tanks, and grain bins. It may be applied to metal, wood or cement. *Glidden Company, Dept. RA, Cleveland, Ohio.*



'Flat Top' For Gondola Cars

A tri-section "flat top" corrugated-steel cover for gondola cars provides full weather protection for steel bars, sheets, forgings, etc., usually transported in open cars. Republic's original hood-type cover protects coiled steel stock, and the covers (two to a car) fit inside the car walls and rest on special floating skids. The new cover protects flat loads, or those that can be palletized or unitized and handled by sling. It is in three sections, for partial or complete loading, and lies flat across the bulb channels of the car, where it is positioned by centering pins and sealed with load binders, or other clamping devices. The covers, fabricated from corrugated steel for stiffness and strength, fit any standard-width gondola, 40 to 52 ft long. A lip at either end of the center cover overlaps the adjoining end pieces, keeping weather out. Covers are easily removed by overhead crane. Steel lifting brackets on each section permit center grab by C-hook or chain sling. Steel brackets at edges of cover permit stacking. First applications are being made on the Erie. *Berger Division, Republic Steel Corp., Dept. RA, 1080 Belden Avenue, Canton 5, Ohio.*



Collapsible Container

An expandable, collapsible and reusable container, developed in Europe for land and marine freight transportation, is now available in the United States. The prefabricated boxes (patents pending) can be used many times, and adjusted in size by using combinations of ¾-in. waterproof plywood, steel or aluminum panels. Capacities now available run up to 420 cu ft. A box of that size, disassembled for return, occupies 35 cu ft. Larger sizes are available on order. *Jaton Products Corp., Dept. RA, 700 Court st., Brooklyn 31, N. Y.*

Lull Hi-Lift

Model 88 Log-Lift can be equipped for any type of material handling with a power-hydraulic hold-down arm and fork carriage for lumber, logs, pulp or poles—forks and carriage for general or pallet handling—or buckets up to 1½ yard capacity for loose material. Instant fork spacing from 41½ in. inside to 96½ max. outside width permits loading or placing of long, bulky units. Loader has payload rating of 4 tons, lift height of 15 ft. *Lull Engineering Co., Dept. RA, 3045 Highway 13, St. Paul, Minn.*

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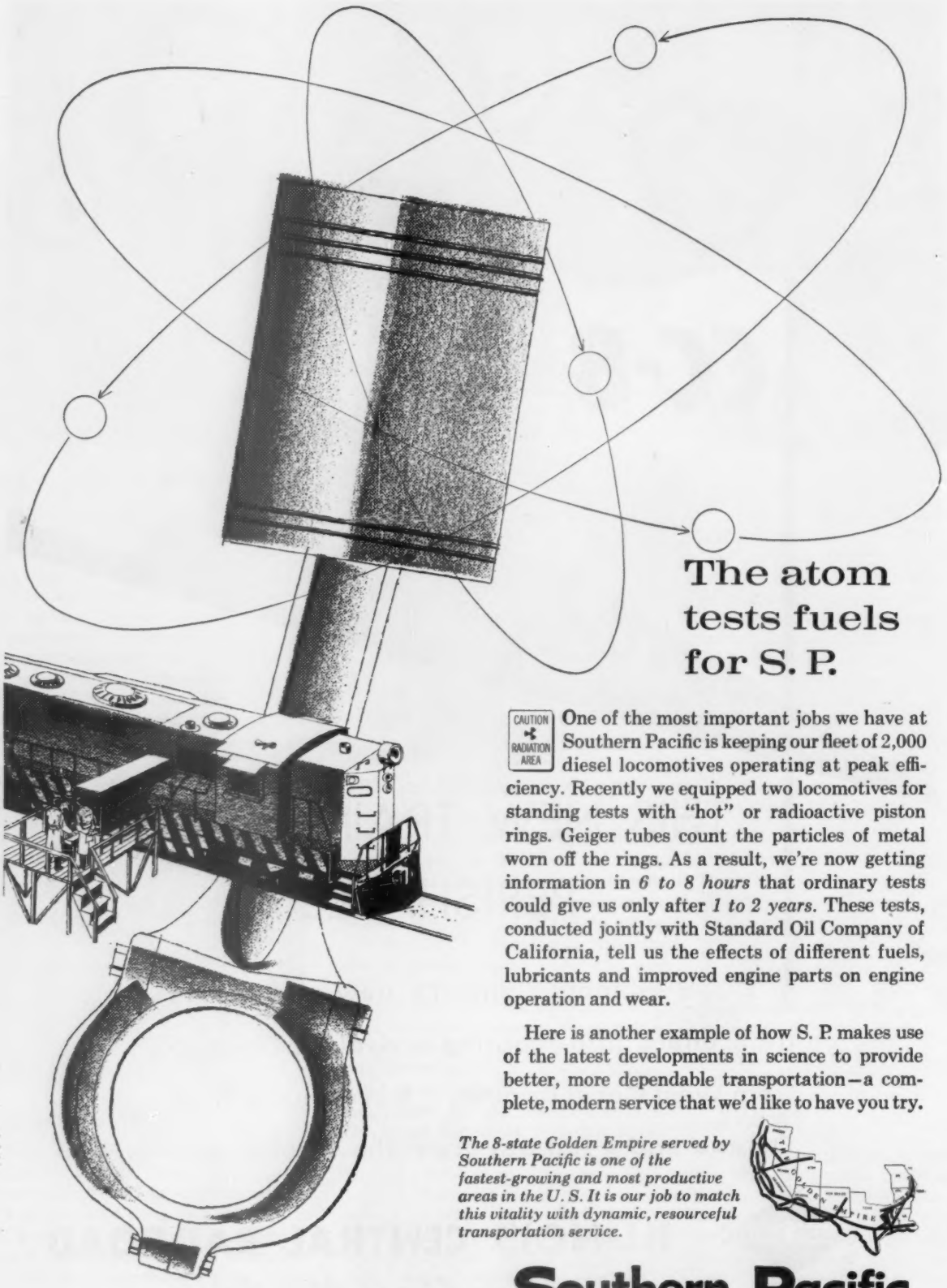

The atom tests fuels for S. P.

One of the most important jobs we have at Southern Pacific is keeping our fleet of 2,000 diesel locomotives operating at peak efficiency. Recently we equipped two locomotives for standing tests with "hot" or radioactive piston rings. Geiger tubes count the particles of metal worn off the rings. As a result, we're now getting information in *6 to 8 hours* that ordinary tests could give us only after *1 to 2 years*. These tests, conducted jointly with Standard Oil Company of California, tell us the effects of different fuels, lubricants and improved engine parts on engine operation and wear.

Here is another example of how S. P. makes use of the latest developments in science to provide better, more dependable transportation—a complete, modern service that we'd like to have you try.

The 8-state Golden Empire served by Southern Pacific is one of the fastest-growing and most productive areas in the U. S. It is our job to match this vitality with dynamic, resourceful transportation service.

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Through busy Baltimore . . . Western Maryland Railway serves shippers who watch costs

Among Eastern seaboard cities, Baltimore has long been known as "The Money Saving Port", a title due to many advantages:

Start with efficient longshore workers. Add favorable port charges; and savings inevitable where cargo transfer is direct, via apron tracks.

Then credit Baltimore's strategic location. That makes for lower freight rates.

These help explain why, among all the Nation's ports, Baltimore stands No. 2 in import-export tonnage.

Now consider *special* advantages the Western Maryland offers you in its Port Covington Terminal:

1. Modern merchandise piers, fully equipped for speedy, low-cost handling.
2. Complete large-capacity facilities for high-speed handling of ore, coal and grain.
3. Trackroom for over 2,000 cars adjacent to piers, plus radiophone control of traffic.

All these enable the Western Maryland to cut ship turnaround time, speed traffic off pier floors and contribute substantially to Baltimore's reputation as a money-saving port.

Can the Western Maryland trim handling costs for you? For the answer phone the WM foreign freight specialist in your city.

300 St. Paul Place, Baltimore 2, Md.—Short Cut for Fast Freight

TODAY'S CLOSEST OPERATING APPROACH—domestically—to anything resembling a universal, all-purpose container is probably the New York Central's Flexi-Van. It uses special cars and special highway bogies to move trailer-size boxes.

Containers—Next Step in Freight?

Can there be a "common denominator" freight container, transportable by rail, highway, water or even air? It's an intriguing possibility. It's one generally regarded as theoretically sound. It's one which, if realized, could mean substantial savings to shippers and carriers alike. That's why the attempt to develop an interchangeable container is on in earnest. Nobody, yet, knows what the final product may be. But here's a survey of the problems, what's already been accomplished and what the future may bring.

"It makes sense."—"It's theoretically sound."—"It's the next logical step in transportation."

Those are some of the things forward-looking transportation men are saying, publicly or privately, about the idea of an all-purpose freight container which would be interchangeable among all major modes of transportation.

There are, however, no equally positive answers to the physical problems—or the economic problems—involved in any universal container system.

What, for example, is the optimum size for such containers? How can they best be transferred between freight car, truck, ship or plane? Who would own the individual units? Who would control their movement? What about empties?

Satisfactory answers to those questions have been found, up to now, only for geographically limited, closely controlled, or highly specialized operations.

The Missouri Pacific successfully uses crane-lifted demountable truck bodies in what amounts to a container-type piggyback operation. But this is largely confined to major points on the MP and its affiliated Texas & Pacific.

The Alaska Steamship Company, the Alaska Railroad and the Garrison Fast Freight division of Consolidated Freightways maintain a joint water-rail-truck pool of 300 24-ft container boxes and 60 40-ft trailer vans. But here again the operation is essentially "closed"—wholly controlled by the three cooperating companies, and limited primarily to service between Seattle and Alaska.

The Milwaukee carries fresh meat in refrigerated delivery-truck-size containers, transferred from rail to highway by lift truck. But this service, too, is limited, controlled—and also highly specialized.

These isolated cases seem to prove, first, that shippers will use containers. The MP is currently adding 100 containers and 50 chassis to handle growing traffic. They seem to prove, second, that containers can be economical, both for shippers and carriers. The Alaska operation saved, conservatively, well over $2 million from 1954 through 1957 by keeping Seattle-Alaska steamer rates level while comparable ship charges elsewhere were jumping from one-fifth to one-third. The Milwaukee meat run seems to prove, third, that containers can sometimes save enough in handling costs to justify their cost and their empty return.

Obviously, however, there are vast and formidable differences between these limited, controlled or specialized container operations and the national, or even global, system of container interchange on which many transportation men have set their sights.

For one thing, there's the matter of size. How big should a universal container be?

A "Container Committee," representing several leading carriers and manufacturers, has recommended width of 8 ft; height of 8 or 8½ ft; "standard" length of 17 ft, and optional lengths of 10 ft, 11½ ft, 24 ft and 35 ft—all exterior dimensions.

The recommended width and height would meet rail and highway clearance limits just about anywhere in the world. The 17-ft length would allow two containers on a 35-ft highway chassis, three on a short standard-gage flat car, or four on a long flat car. The overall size could be handled easily by shipboard cranes. It could also fit into the larger cargo-carrying airplanes. The optional lengths would allow for smaller or larger loads, or for special circumstances.

Standards Association Study

The subject of size is under study also by a committee of the American Standards Association. Its report—probably a year or more away—may support the 8 by 8 by 17 ft theory. It may suggest some other dimensions. Or—perhaps most likely—it may recommend a range of three or four optional sizes in modules of one basic standard.

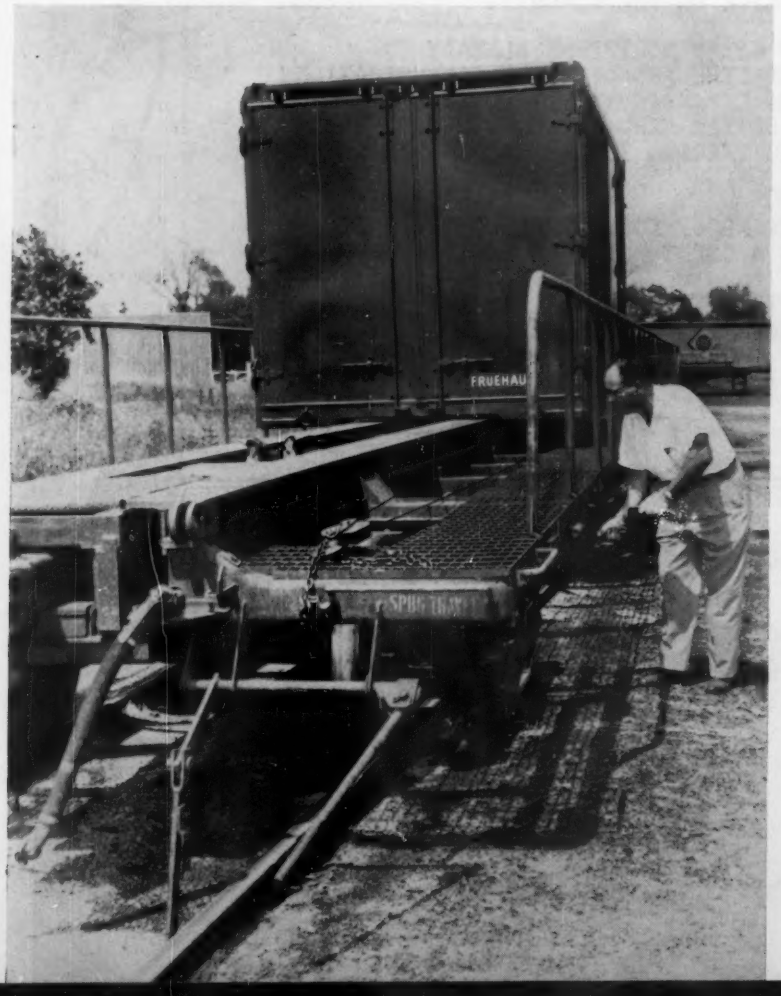
Over and above the question of size, there's the matter of tie-down and interchange equipment. Should containers be moved from car to ship to truck on their own wheels—on rollers—on some form of slide and turntable device—by cranes—by lift trucks? The answer is basic. For, to quote L. L. Mellam, president of the New York Central Transport Company:

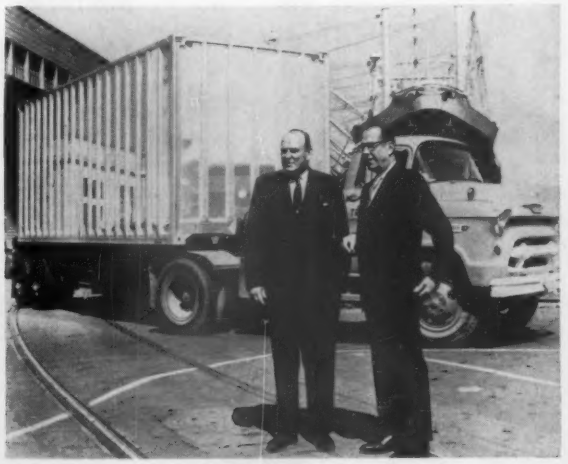
"When you buy a universal container, you don't buy a box. You buy a system. The system has to have some common denominator. That isn't the box. It's the tie-down device that holds the box in place for shipment." Plus, obviously, the transfer device that moves the box from one form of transport to another.

All the various transfer and tie-down methods listed above are in use, or available for use, today. Here—with no significance attached to the order of listing—are the more important:

● **Flexi-Van**—Uses special turntable flat cars and highway bogies for transportation of semi-trailer-size containers. Inaugurated on New York Central earlier this year, has grown rapidly; is spreading to the Burlington and the Milwaukee. The versatile aluminum containers have advantages of light weight; high cube; resistance to corrosion. Side loading permits handling many cars simultaneously, but requires wide spacing between tracks.

(*Continued on page 35*)





GOOD EXAMPLE of container interchangeability is provided by Matson Navigation Company's 350 "land-sea" boxes, built by Trailmobile, and its 275 highway chassis. Containers, 24 by 8 by 8½ ft, hold 1,415 cu ft and 45,000 lb; are for freight service between California and Hawaii. They can be carried on steamship decks, by rail piggyback, by highway. If they prove successful, Matson expects to provide for below-deck shipments.

◀ **"CLEJAN SYSTEM"** uses a simple cable and winch device to adapt the Clejan piggyback car to container transport.

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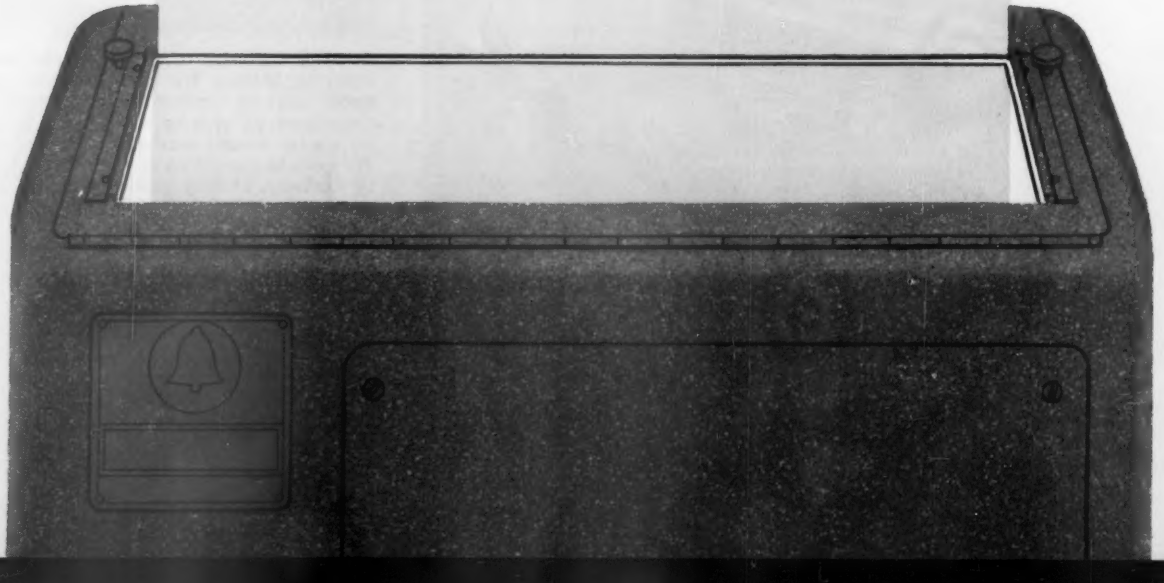

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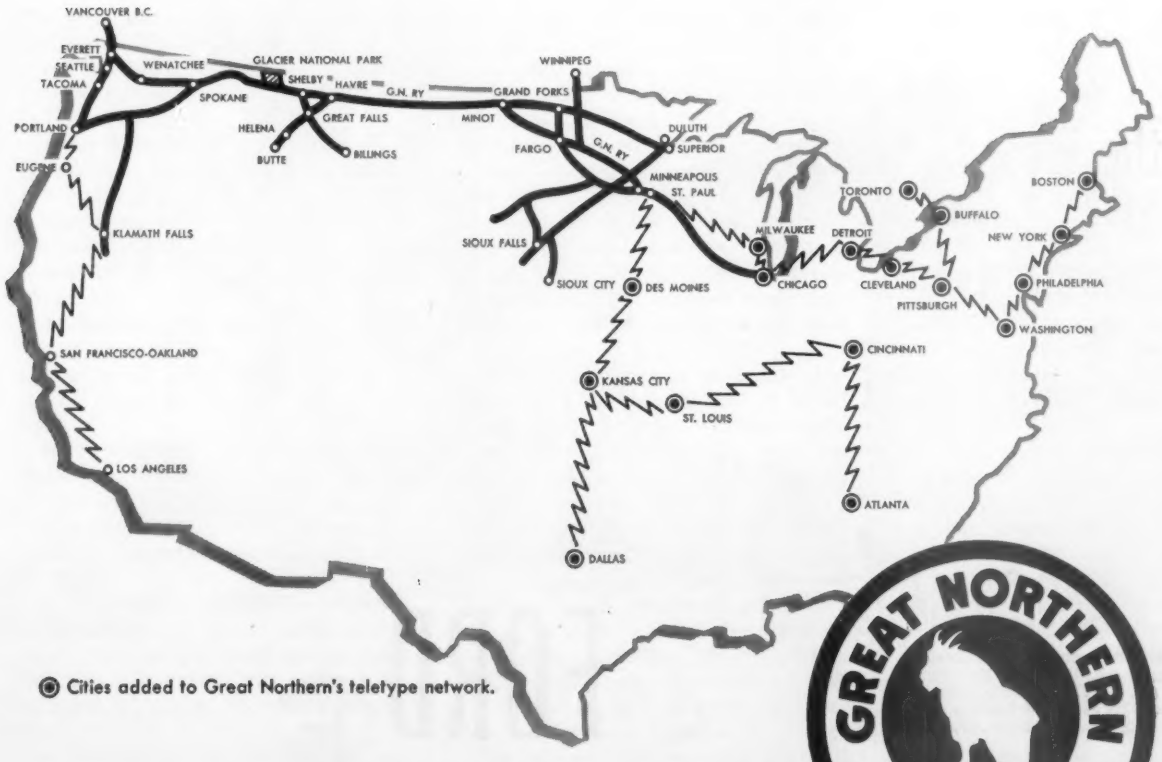
...this expanded teletype system is another reason why Freight goes Great...on Great Northern.



◉ Cities added to Great Northern's teletype network.

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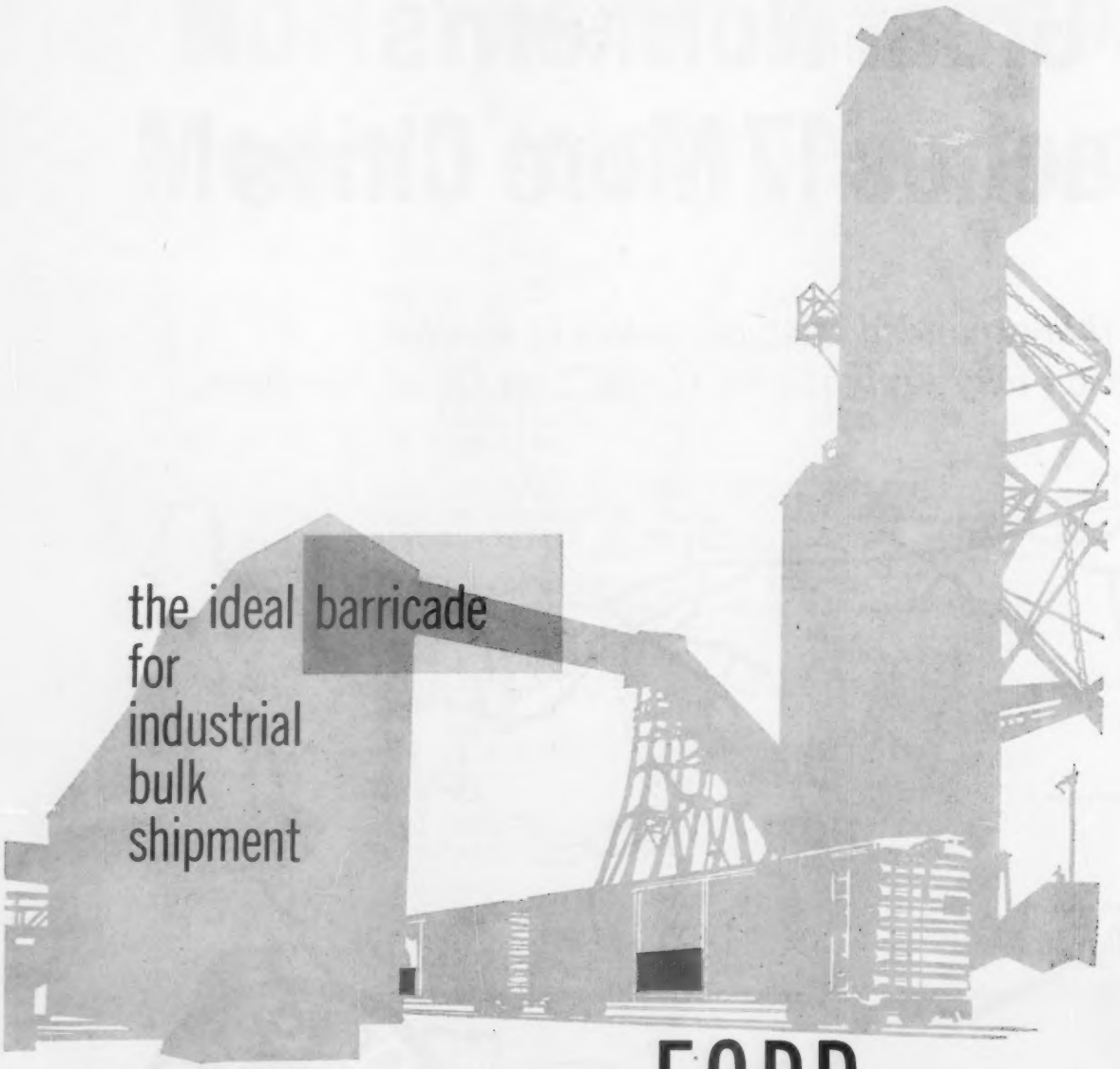

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CONTAINERS—NEXT STEP?

(*Continued from page 31*)

Disadvantage (shared with some other proposed systems): Necessity for special cars and bogies—expensive unless used intensively; useless for other purposes. Problem (also common to Flexi-Van and some other systems): Proper distribution of bogies at terminal points.

● **Missouri Pacific Container Piggyback**—Highly successful (as described above) on MP-T&P, but necessarily limited to stations where traffic justifies investment in gantry-crane transfer facilities.

● **Clejan System**—General American Transportation and Fruehauf Trailer Company have pooled their engineering resources to develop this one. It utilizes the "Clejan" piggyback car and flat-bed truck chassis, with containers rolled between them, endwise, by simple cable and winch device. Has advantage of making Clejan cars—already in use by four railroads and some freight forwarders—available for carriage of containers as well as truck trailers. Disadvantage: Like Flexi-Van, requires special cars not suitable for general lading.

● **Adapto**—Developed by ACF Industries, with a whole family of general and special-purpose containers. Transfer from flat car to flat-bed truck may be by crane, lift truck or roller. Some of the containers tested by Rock Island, are now in limited use.

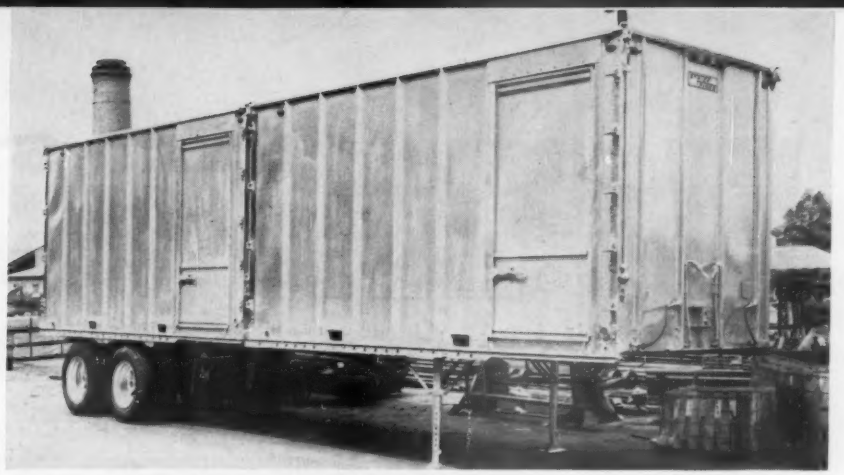
● **Clark Mobilvan**—Uses high-capacity lift trucks to transfer containers between rail and highway. Best example: Milwaukee meat movement (see above). Disadvantage: High cost—almost $1 per pound of lift—of necessary large-size lift trucks.

● **"Railiner"**—Developed by Southern Car & Manufacturing Co., Birmingham. Utilizes special roller arms for side transfer of containers between flat car and truck.

● **"Stricktainer"**—A development of Fruehauf's independent and research-minded Strick Trailer division. Is essentially a 17½-ft truck body container with adjustable trailer chassis to haul one or two units.

● **"Seamobile"**—A special development, by Seatrain Lines, Inc., of sea-land containers, now being service-tested on a limited scale. Containers can move by sea on Seatrain steamers; on land, by rail or truck.

● **Piggyback**—Last, but certainly not least, of the methods is today's conventional piggyback, already widespread and still growing lustily. Big advantage is almost complete flexibility. Any standard highway tractor loads and unloads any standard trailer. Initial investment, for ramps and modified flat cars, can be kept low.



"STRICKTAINER" consists of two 17½-ft boxes each with its own retractable "landing gear." Trailer wheels can be set to serve two boxes together, as a single 35-ft unit, or either box separately as two 17½-ft units.

Offsetting disadvantages: Weight of trailer wheels; high center of gravity, high clearance. (Last two can be overcome by special cars—Clejan, and a new low-floor flat now being designed by Trailer Train Company.) Some people add another disadvantage—damage to trailers and trailer bearings.

The plain fact is, however, that a lot of railroad men discount those disadvantages and place high value on piggyback's undeniable flexibility. They think piggyback, in about its present form, provides the only "container" necessary for inland transport. Added weight and height of wheels and clearance problems, they say, aren't serious enough to offset cost of special boxes, special highway chassis, special transfer devices.

Some railroaders, on the other hand—like Western Pacific President F. B. Whitman—see piggyback as "but an interim step in development of container techniques. Except for short hauls or special circumstances," Mr. Whitman says, "there is limited logic in stacking wheels upon wheels."

However good it may be domestically, conventional piggybacking gets its wheels uncomfortably wet when it comes to tidewater. Roll-on roll-off ships have not been conspicuously successful. Only the armed forces seem really to like them. That's because, as Military Sea Transportation Commander Vice-Admiral John M. Will told the Propeller Club at San Francisco last month, one-quarter of military cargo consists of wheeled or tracked vehicles anyway. Much of the rest goes on irregular routes to ports where "it is hardly possible for us to have trucks or trailer chassis immediately available."

Conventional cargo steamers present a different story. They have no space for unneeded wheels. And at most of their regular ports of call necessary equipment to handle containers is already available—or can be made so. With stevedoring costs constantly rising, ocean shipping companies—Matson, Pan-Atlantic, American President, among others—are plunging enthusiastically into the container field. Sooner or later, domestic rail and truck lines will have no choice but to join them—from necessity if not from desire, and in part if not in whole.

Into the Crystal Ball

Balance all the foregoing facts, and it's possible to hazard a few informed guesses.

● Sooner or later, something closely approaching a "common denominator" container system will be developed. Its obvious advantages and the amount of effort being devoted to it, permit no other conclusion. But it will be many years before any such system completely outmodes present conventional piggybacking. Domestically, at least, the latter has too many advantages, too many supporters, and already involves too much capital, to be tossed out overnight.

● Don't bet too much on any one of the present contenders. New ones can come in. Others can join forces. The ultimate outcome might well be two or more semi-competitive systems. The ultimate system (or systems) could combine best features of two or more ideas.

● For now, uncertainty is good. Standardization, too rigid and too early, could mean inflexibility. "Best" system—if there is a "best"—can best be developed by what Mr. Whitman terms "the seasoning process of actual competitive commercial service." Development, in other words, must be evolutionary—not revolutionary.

● Big winners—aside from shippers—may be railroads and car leasing companies. Railroads—because, like the proverbial Alphonse, they will for once be in the enviable middle, able to carry anything a ship's gear can reasonably lift or highways tolerate. Car leasers—because they seem to be the agency best equipped to meet successfully problems involved in operating any possible national or international inter-carrier, container pool.

NEXT STEP

PASSAGE by the Congress of the 1958 Transportation Act was an important step in the right direction. But it is only a step, for the railroads still are handicapped by monopolistic regulations and subsidized competition.

What the railroads need . . . and must have if they are to survive as a free enterprise system . . . is equal treatment and equal opportunity.

Congress has taken another step designed to shed factual light upon our basic transportation problems and policies. The Senate has approved a resolution calling for a study of . . .

(1) The need, if any, for transportation regulation.

(2) Government assistance to transportation and desirability of user charges.

(3) Ownership of one form of transportation by another.

(4) Federal policy concerning consolidations and mergers.

(5) The kind and amount of railroad passenger service necessary to serve the public in national defense.

(6) Problems arising from application of the long and short haul section of the Interstate Commerce Act, and

(7) Relationship between Federal regulation (and exemptions therefrom) and Federal promotional policy in regard to various forms of transportation.

A report of the study, which is to be submitted to the Senate in 1959, should open the way for another constructive legislative step toward equal treatment and equal opportunity for the railroads.

But to achieve this step, the railroads are going to need the continued understanding support of their suppliers, employes and stockholders . . . and the transportation users.

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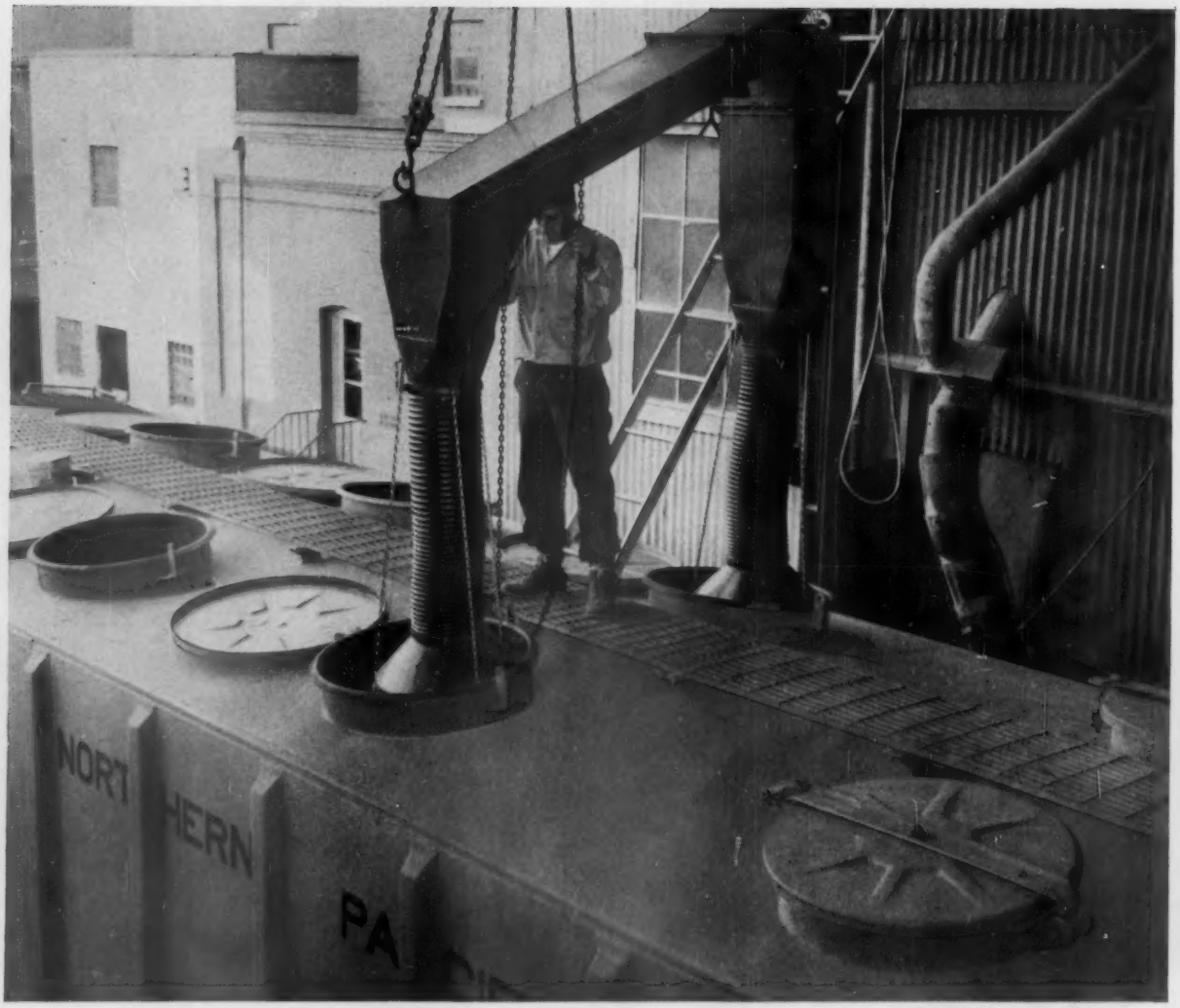

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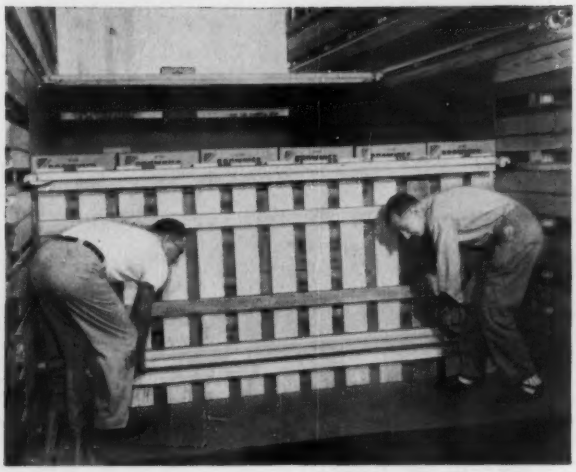
1 **FILL 'EM UP!** Northern Pacific's jumbo covered hoppers carry up to 3000 cu. ft. of commodities such as malt, soybean meal, fish meal, silicon carbide, salt, lime, malting grits, animal feeds, starch, roofing granules, powdered coke, arsenic, fertilizer, sugar beet pellets and cement. For sanitary bulk shipment of goods for human consumption, NP offers its new airslide hoppers with plastic linings, weatherproof seals and low pressure air agitator for quick unloading.

2 **SNUG FIT!** Cookies, canned goods, electrical appliances and other loads requiring careful handling are locked firmly in place in NP's new Damage-Free cars. A large shipper reports cookie damage cut to a minimum. Fewer cracks in the crackers, too!

3 **PIG PALACES!** That's what NP calls its unusual new all-steel stock cars with adjustable shutters for a weather-controlled ride. Roller bearings, shock-absorbing springs and heat-reflecting aluminum painted roofs guarantee lucky porkers a safe and sound trip to market.

4 **OPEN W-I-D-E!** Newest addition to Northern Pacific's big, versatile freight fleet are these 40-foot

NORTHERN PACIFIC—



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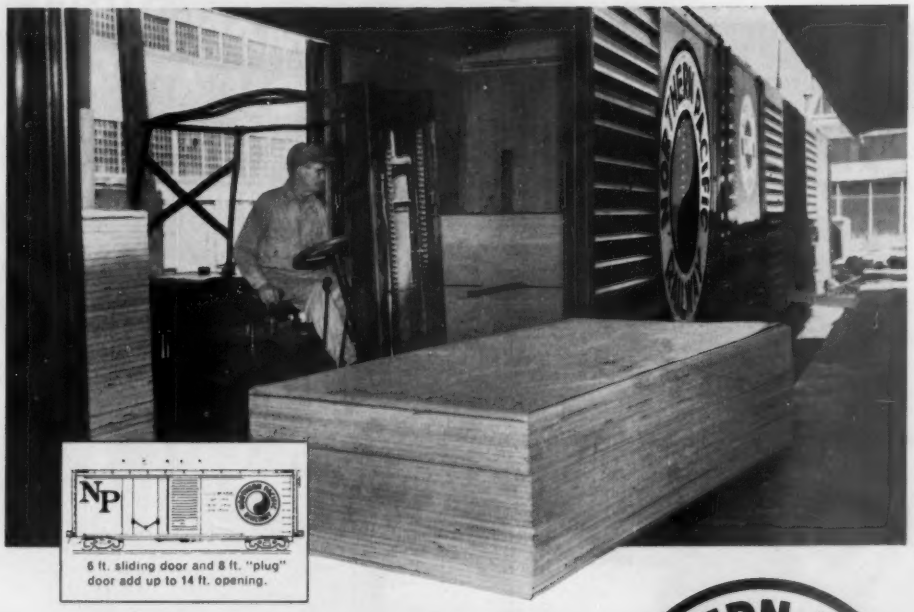


4

box cars. Six-foot sliding door is ideal for grain loading. Open the "plug" door, too, and you have a 14-foot clearance—just the car for loading plywood and other lading with a fork lift.

Do you have a shipping problem? NP's special-purpose freight cars may be the answer. Send now for our free, illustrated pamphlet on Customized Equipment for special shipping needs. Write Otto Kopp, Vice President, Traffic, 424 Northern Pacific Railway, St. Paul 1, Minn.

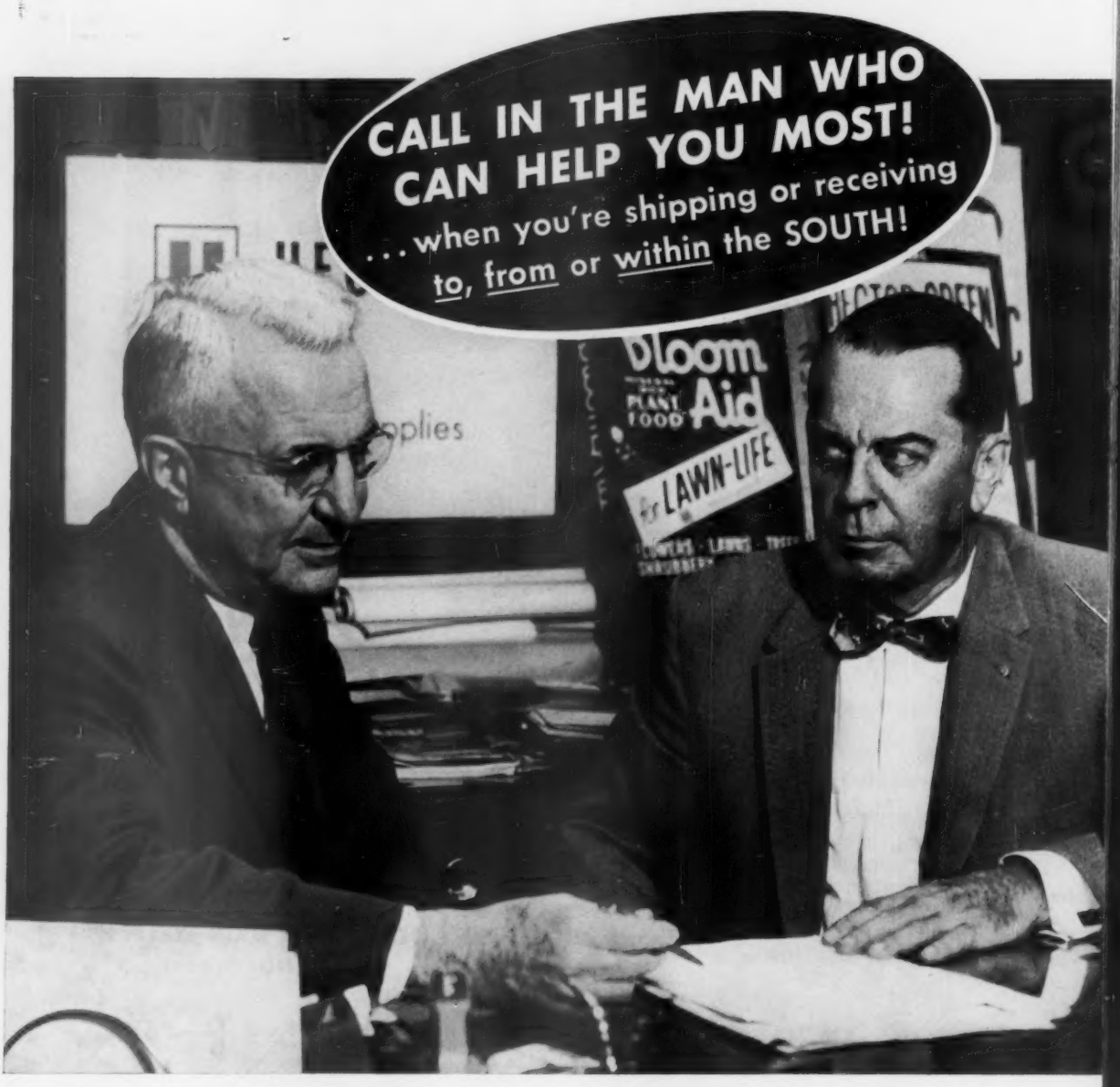
NORTHERN PACIFIC RAILWAY

SERVING THE MAIN STREET OF THE NORTHWEST

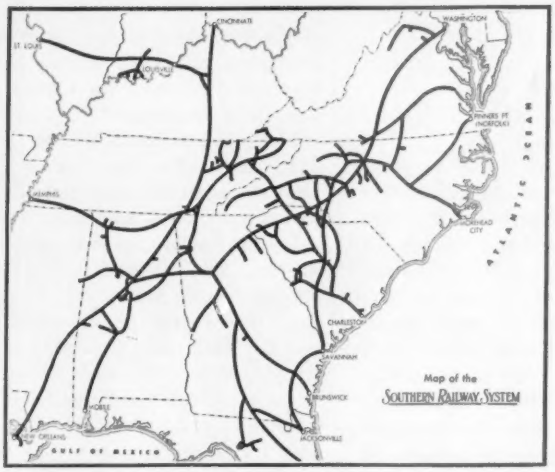
really terrific!

GEARED TO GO! Here is fast, dependable freight service that doesn't fold up when the weather gets ornery. "Dovetailed" interchange connections with other railroads help keep your shipments on the go.

"KEEP IT MOVING!" One of America's pioneers in putting the miracle of electronics to work "on the railroad," the Southern System today has ultra-modern, electronically controlled yards to keep your freight moving to its destination.


CALL IN THE MAN WHO CAN HELP YOU MOST!
... when you're shipping or receiving to, from or within the SOUTH!
Bloom
PLANT FOOD
Aid
for LAWN-LIFE

WE WANT YOUR LCL! So we try to provide the kind of service on less-carload shipments that will make *you* want *us* to handle them. Take advantage of our modern facilities and long experience with LCL of all kinds.



MORE states . . . more Gulf and Atlantic ports in the South are served by the Southern System than by any other railroad. That's why you can often "do it all with a one-system haul" when you ship or receive by Southern within the South.

Your Southern Railway System Freight Traffic Sales and Service Representative can help you MOST because he is a specialist in Southland shipments!

WITH ANY Southland shipment, large or small, it's just good business to have a good talk with the "man from Southern." For not only is he an experienced, courteous, all-around traffic man, he's a *specialist* as well – and his specialty is expediting the movement of freight to, from and within the South.

What's more, backing him up every step of the way is one of the largest and most experienced rail services in the South – dedicated to hauling your freight swiftly, dependably and *at the lowest possible rates.*

Let us help you make your Southland shipping dollars work harder than ever for you. Call in the man from Southern! It's his job to make *your* job easier. And he does his job well!

Here you see A. G. Shook (left), Southern's General Agent at Miami, Fla., discussing shipping matters with Carl E. Reger, Vice-President and Traffic Manager, Hector Supply Co., Miami—one of the largest supply houses in this part of Florida.

Southern Railway has Freight Traffic offices throughout the United States. There's an office to serve your community. Call it for friendly, courteous, competent counselling on shipments to, from or within the South.

SOUTHERN RAILWAY SYSTEM

THE SOUTHERN SR SERVES THE SOUTH

Your freight keeps moving on the modern Southern that serves the modern South!

(*Continued from page 13*)
mentions "the alternative of gradual erosion of existing traffic by private carriage unless some such step [as Plan III piggyback] were taken."

Only one respondent raises the point that success of Plan III may depend largely on rates charged. Piggyback III, in his "personal" opinion, "is 'that' answer to the present railroad predicament—provided reasonable rates are established that will interest the private carrier to make use of railroad service. These rates must make it possible for private carrier to realize a lesser cost via Piggyback III than via his present operation. It must also guarantee that schedules presently maintained by trailer will be met."[7]

Only a couple of men raised any serious objections to the plan as a whole. One asked: "Under what authority will a private carrier be permitted to operate in, say, Philadelphia and Chicago to effect delivery at the other end? Will Pennsylvania or Illinois plates be reciprocal?"[8]

The other visualizes Plan III as possibly increasing the total amount of private trucking. "It may be all right," he says, "for those shippers who now have their own equipment. But if charges prove attractive, more shippers are going to think about putting on their own equipment. They may not hold these trucks to limited destinations, but use them to other areas where piggyback rates are not available."[9]

Another traffic man thinks Plan III "is a blind 'shot gun' approach, to name rates on any commodity, any weight, without knowing the extent of high-rated commodities it might attract. It completely ignores normal rate-making considerations, and offers only point-to-point service without considering discrimination, prejudice and other legal requirements. The burden of proof in these matters is shifted. The railroad is no longer making *rates*—just desperately grabbing for tonnage it may already be handling."[10]

Most Poll respondents, on the other hand, seem to feel that Plan III piggyback rates will not undermine carload rates, or that it would be a good thing if they did.

In the former category were such replies as these: "It appears like an entirely different service, which will not undermine but augment the present pricing structure."[11] "Railroad cost should allow this transportation to be priced somewhere between rail carload and piggyback, with no adverse effect on either type of service, but with increased revenue to the rails."[12]

In another view, Plan III piggyback "should help the general rate picture, and allow the carriers to make orderly adjustment of carload rates, since their overall income picture should be improved."[13]

And in another: "While it is possible that Plan III piggyback rates may result in lower published rail charges than on carload shipments, we do not believe the total overall cost to the shipper would be less than carload rates. Therefore, it would not undermine them. If costs were lower on specific commodities, that might result in reduction of the carload rate on these commodities, but would not undermine the entire rate structure."[14]

A couple of "middle of the road" views included the one that "some adjustments will probably have to, and perhaps should be, made."[15] Also, "in due course, a complete overhaul of rates by rail may be warranted, but I do not feel the mere establishment of Plan III makes this overhaul any more imminent than conditions applying before its introduction."[16]

What might be termed the "extreme" view was represented by the reply which said: "Unquestionably, Plan III rates will undermine the carload rate structure. Whether or not this is a 'danger' is another question. The carload rate structure is not a sacred thing that must not be undermined even if to do so would improve the railways' position. There are many who hold the rate structure to be obsolete and archaic and there are those who blame the railways' desperate position on a too-rigid adherence to this outmoded rate structure. If they are right, this question could easily read: 'Do you see any *hope* that Plan III . . .' "[4]

Another respondent says: "If Plan III piggyback rates are remunerative—and from all our conversations with railroad men they must be—then the question of the carload rate structure in so far as many commodities are concerned becomes academic."[17] This same man expresses the further opinion that Plan III rates were filed not only to regain traffic from private and exempt truckers, "but to recapture whatever freight the rates will attract." The railroads themselves, he thinks, "cannot be too worried about the effect on the prevailing carload rate structure . . . If all recent comments are to be believed, the present rate structure is not attracting enough freight to keep the railroads in a favorable operating position."

Another traffic man thinks "economies from Plan III" may reveal to the railroads "a need to reappraise their carload costs and price structure that should be good for both railroads and their customers."[18] And still another thinks the carload rate structure "is already undermined."[19] "So long as the rails make rates and charges under Plan III only at a compensatory level, foregoing business they cannot touch except at a loss, we do not fear the question's definition of 'undermined.' "

WHAT'S YOUR ANSWER TO RAILWAY AGE'S DECEMBER TRAFFIC POLL?

Because so many readers have expressed a desire to participate in Railway Age's monthly Traffic Polls, the question for December is published herewith. If you wish to vote, *please mail this coupon, on or before December 8, to:*

G. C. Hudson
Traffic & Transportation Editor,
Railway Age,
30 Church Street,
New York 7, N. Y.

PROPOSITION

Major freight shippers are reportedly giving increased attention to maintenance of performance records by different forms of transportation and/or by different routes available within each form. This month's Poll is the second of two designed to develop information as to: (1) The extent to which such records are kept; and (2) the extent to which those records influence future choices of transportation media, carriers, routes, etc. Questions below cover only Part (2) of the subject. Part (1) has already been surveyed, and results were published in the Railway Age of October 27.

QUESTIONS

If you maintain records of actual service performed by different routes or different media of transportation:

(1) Do these records influence your choice of media or routes?
Yes ( ) No ( )

(2) If so, how and to what extent?

_____

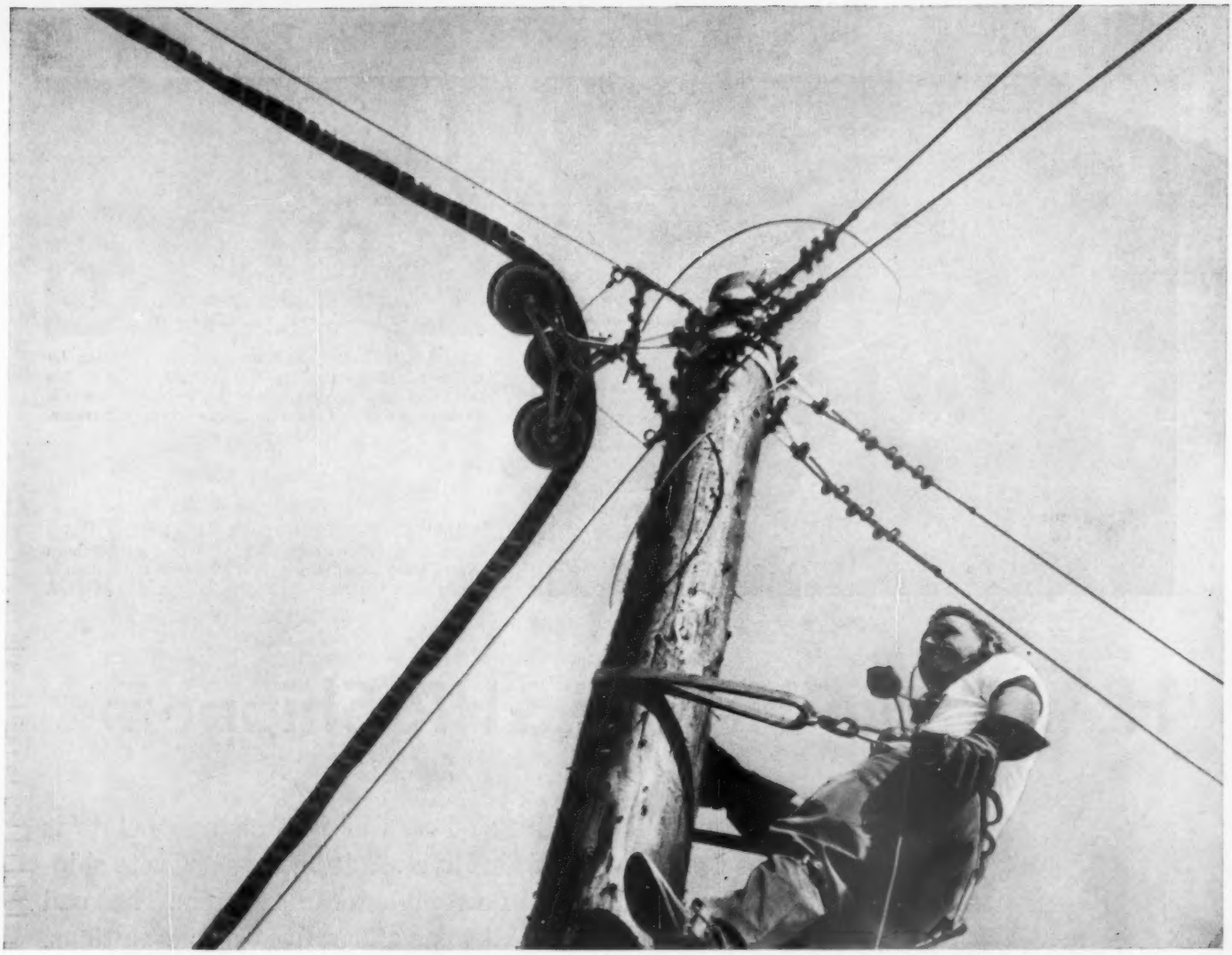
_____

(3) Do you notify the carrier at fault when your records indicate poor performance by it?

Yes ( ) No ( )

Name _____ Title _____

Company _____ City and State _____



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Even where space is not a factor, you may find Anaconda Aerial Cable far more economical than other conductors in the long run. Aerial cable shrugs off wind, rain, snow and ice – withstands falling branches – minimizes maintenance and repairs; has unsurpassed dependability.

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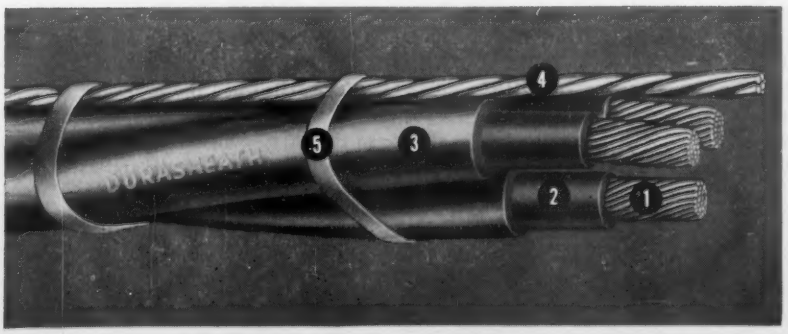
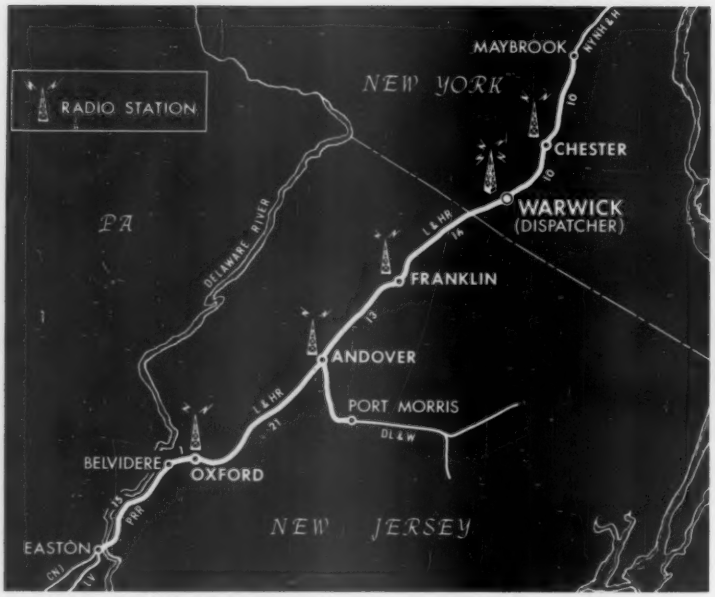
SEE THE MAN FROM ANACONDA®
FOR AERIAL CABLE



1. Conductors—copper or aluminum
2. Ozone-, moisture- and heat-resistant butyl insulation
3. Neoprene weather-resistant jacket
4. Messenger
5. Binder tape



DISPATCHER "PICKS" wayside radio station by using telephone selector (pushbutton panel at his left) and radio control unit at his right. He can talk through a wayside station directly to moving trains.

THIS 86-MILE BRIDGE ROUTE handles trains from Easton, Pa., north and east across northern New Jersey to Maybrook, N.Y. There a connection is made with the New York, New Haven & Hartford.

How Radio Helps L&HR Shippers

Fast schedules with prompt handling of cars at interchange points is routine today on the Lehigh & Hudson River. This better service to shippers has been aided by installation of a complete radio system. The road put radio on eight locomotives, eight cabooses and at five wayside stations. A feature of the radio system is dispatcher control of wayside stations, which permits him to talk directly to train crews.

One of the biggest advantages of train-to-wayside radio is that, although all trains are operated under train orders, the dispatcher uses the radio to a considerable extent for planning his meets. If a train does not reach a particular station in what appears to be normal running time, the dispatcher calls the train to find out why. Train crews can promptly inform the dispatcher when they have hot boxes and must set a car out. They tell him not only the number and initials of the car, but also its location. They also keep the dispatcher informed about their set-outs and pick-ups.

One engineman remarked, "When we are giving the air-brake test, I often call the dispatcher and hold my push-to-talk button so he can hear the release of the air. This, in effect, tells him that we are ready to go."

As an important bridge route to and from New England, the Lehigh & Hudson River handles about 12 trains daily, as well as extra freights when necessary. As one L&HR man said: "We pick up cars at one end and run them to the other end of the line." For example, train No. 31 leaves Maybrook, N. Y., at 9:15 a.m., arrives at Port Morris, N. J., at 11:25 a.m. Cars on No. 31 are due out of Port Morris on the Lackawanna's HB 9, which leaves at 11:40 a.m. Thus, the L&HR train has only 15 min. to make the connection. Other schedules are not quite so tight. Even so, there is not too much leeway. Delays due to ice, snow and other weather conditions may be just enough to make a very close meet with the connecting line.

To make these connections, L&HR trains must be kept moving, and any possible reduction of a delay is a great help. A few minutes saved here and a few minutes saved there can add up. The L&HR, like many other roads, is finding that radio is saving minutes everywhere in its normal operations.

Before a train leaves a terminal the engineman and conductor check by radio when making the air-brake tests. When the engineman says he is ready, the conductor tells him when everyone is on board and they are ready to go. Thus, the verbal highball gets them out on the main line and rolling. In making meets, a few minutes are saved when the train enters the siding over the hand-throw switch. The conductor can talk his train in, letting his engineman know when they are inside and the switch is closed with everyone on board. Time is also saved when leaving a hand-throw siding. The conductor radios his engineman when the brakeman is back on the caboose and the switch is closed, so they can highball again. Where curves or bridges restrict speeds, and when passing over territory slow-speeded be-

(Continued on page 48)

Don't let shipping schedules *squeeze you* too often!

Used to be that shippers and their customers often went through the wringer waiting for a carload of freight to arrive. Now, B&O's Sentinel Service makes that unnecessary through its *dependable siding-to-siding* schedules. And, if these schedules are interrupted, shippers and receivers know about it through the Automatic Records feature. ***Ask our man!***

BALTIMORE & OHIO RAILROAD

Constantly *doing things* **— better!**

CONDUCTOR USES walkie-talkie to give engineer instructions when making set-outs and pick-ups. When moving over the road, the walkie-talkie is placed in a rack in the caboose. A coupling is made to a permanent antenna on the caboose roof. This gives better range for transmission and reception.

(*Continued from page 46*)

cause of track work, the conductor can inform the engineman when the caboose is past the restricted speed area so the train can resume speed.

L&HR cabooses are equipped with walkie-talkies, which the conductor has found to be very helpful when making pick-ups or set-outs. He carries his radio with him on the ground and can give verbal instructions to the engineman. This radio has been helpful to the local crews on the two daily freight trains, one operating in each direction. The crews go down the line picking up and setting out cars. When they reach the end of the line, they return as fast freights. The local crews have considerably reduced their over-the-road time by using radio when setting out and picking up cars.

In emergencies, such as a hot box, the radio has been helpful in setting out cars. For example, HO 6 recently had to set out two hot boxes. One was on a car 90 cars from the engine, the other on a car 101 cars from the engine. The hot boxes were set out in a total of 12 min, because the conductor used his walkie-talkie to talk to the engineman when making the set-outs. Crews use the radio when they inspect the train going around curves, keeping each other informed. Wayside operators inspect passing freight trains and notify the dispatcher. Through his radio control, he calls the train to tell them everything is O.K.

What Was Installed

The L&HR radio station at Warwick is locally controlled by the dispatcher. The remaining four stations at Chester, N. Y., Franklin, Andover and Oxford, N. J., are remotely controlled by the dispatcher over his telephone circuit. The five stations are fairly evenly spaced over the 86 miles between Easton and Maybrook.

The radio equipment on the eight Alco 1,600-hp road switchers, and at the five base stations, is the single-package unit. Walkie-talkies are carried on the eight cabooses, being mounted in racks and connected to whip antennas on the cupola roofs. The radio equipment is Bendix, operating on the new split channel, narrow band of 160.590 mc.

Train-to-Wayside Radio Works This Way:

Train Calls Through Wayside Station

The engineman presses his hand set button and counts three, thus holding the button depressed for 3 sec. Then he releases the button and presses it three or more times in succession. This "code" of one long and three or more shorts is sufficient, when received at the wayside station, to pick up a squelch relay and put the station on the dispatcher's line. When the station is connected, an audio tone is sent over the line to the dispatcher. The tone tells him that the station is receiving the call from a train. This audio tone, at the same time, is put out on the air to indicate to the engineman that his call has been received by the dispatcher.

The engineman waits until he hears the dispatcher talking. Thus, if the dispatcher is busy and cannot answer immediately, he is not interrupted by the engineman's voice coming in over the loudspeaker. When the dispatcher is free, he steps on his footswitch and speaks into his microphone, because the station has already been connected to the line. As the automatic disconnect feature is operative, the dispatcher must answer within 35 sec after the engineman has called him. If he does not answer within 35 sec, the station will be automatically disconnected from the line. In this case, the dispatcher can either select the station and call the train, or he can wait for the engineman to call him a second time. At the end of a dispatcher transmission to a train, the audio tone sent out by the transmitter to the train signifies that the transmitter, by the termination of this tone, is being disconnected and that the station will now be in the receiving position. Therefore, the engineman can start talking.

When a train is within approximately three miles of a wayside station, the conductor is usually able to reach the station and call the dispatcher, using a walkie-talkie in the caboose. Where a train may be further from a station, the conductor normally will call his engineman and ask him to call the dispatcher.

How the Dispatcher Radios Trains

First, the dispatcher raises his selector switch on the radio control unit to the "radio position." Knowing the approximate location of the train, he uses his Western Electric 60 BP selector to put the desired wayside radio station on the dispatcher's circuit. For example, to select the Chester station, he punches 4A2. When the telephone selector at the wayside station responds to this selection, it connects the radio receiver to the dispatcher's phone circuit. He is now listening over the line to the wayside station receiver. If he wants to call a train, he steps on his footswitch and speaks into his microphone. Stepping on the footswitch sends a tone pulse over the line to disconnect the receiver and connect the base station radio transmitter. The tone pulse is of such short duration that it does not interfere with the dispatcher when he speaks into his microphone. When he releases his footswitch, the transmitter is turned off and the receiver is again connected to the dispatcher's line so that he may hear the reply from the train.

An automatic disconnect feature is provided whereby 35 sec after the last transmission or reception at the wayside station, the station is automatically disconnected from the dispatcher's circuit. The station is reconnected to the line by receiving a properly coded signal from the moving train, or by the dispatcher selecting the station with his 60 BP selector. This automatic disconnect feature was provided so that the dispatcher does not have to ring down the station after he has finishing using it, and so that it does not inadvertently remain on the line when not being called for by the dispatcher or a train. This was considered essential because the stations, when they are used, are connected to the dispatcher's telephone circuit. Thus, for the dispatcher to call the agent-operators at wayside stations for normal operation of giving train orders, he would not want to have the radio station connected to his line. This is especially so because he uses the same footswitch and microphone for making phone calls as he does for radio calls.

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Your Choice of TWO Great *Kershaw* BALLAST REGULATORS

The Kershaw Heavy Duty
BALLAST REGULATOR

Whether your surfacing or ballast maintenance needs call for a heavy duty or a standard weight machine, Kershaw has the Ballast Regulator and Scarifier to fit your requirements.

The Kershaw Heavy Duty Ballast Regulator may be used in surfacing gangs, for shaping, and regulating, and may also be used for de-weeding and scarifying the ballast shoulder and providing drainage at tie ends. It is equipped with heavy duty differential axles with enclosed drive and a longer wheel base. The front axle is spring mounted for wheel flange contact with rail even on the roughest track. The Heavy Duty Ballast Regulator features as optional equipment a Road Crossing Scarifier which removes dirt or macadam from road crossings in minutes. Track Broom and Snow Blower Attachments also are optional equipment.

Either Machine Performs 14 Different Operations

The Kershaw Standard
BALLAST REGULATOR

If your work load does not require a heavier machine the Kershaw Standard Ballast Regulator is ideal for your surfacing and scarifying needs. It may be used as a track patrol to scarify, de-weed, regulate and shape shoulder ballast and with surfacing gangs to regulate and distribute ballast after unloading ahead of the gang.

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Shippers' Guide

Atchison, Topeka & Santa Fe

. . . Schedule Reduction

Has shortened eastbound transcontinental freight schedules from California and Arizona to Chicago to provide arrival at Chicago one day earlier than under previous schedules. The eastbound change matches the reduction in westbound schedules made effective earlier this year. The new schedule seeks cooperation of shippers of perishable commodities, and their acceptance of certain conditions, as follows: A closing time of 8:00 p.m. for loading and billing of cars in each district instead of the present closing time of 11:59 p.m.; diversions on the railway's transcontinental route to be made only at Belen, N. M., and Kansas City, Mo.; and icing points not to be specified other than at Belen and Kansas City.

. . . Car Line Changes

Overhead cars originating at Ft. Wayne, Ind., routed PRR-SF to Los Angeles, and containing freight for Los Angeles and surrounding area, have been discontinued. LCL freight from PRR Ft. Wayne territory is now being delivered to Santa Fe at Chicago for placement in various SF LCL cars from Chicago.

Overhead cars originating on Nickel Plate at Cleveland and Ft. Wayne and carded to the SF at Kansas City to break bulk are now being carded to SF at Chicago, where freight for SF destinations will be placed in cars to various points from Chicago.

•

Canadian Pacific

. . . Freight Schedules

Has issued a new edition of C. S. 17—Schedules of Fast Freight Trains.

•

Chesapeake & Ohio

. . . Schedule Changes

Has inaugurated direct LCL car line from Cincinnati to Clarksburg, W. Va. (B&O), and discontinued direct car from Richmond, Va., to Huntington, W. Va.

•

Erie

. . . Schedule Changes

Has announced the following changes in freight train schedules:

Train 99 leaves Jersey City and arrives Chicago one hour later; Train 100 leaves Chicago and arrives Jersey City one hour later; Train XC-91 leaves Maybrook, N. Y., and arrives Marion, Ohio, 45 min. earlier; and Train RC-98 arrives Rochester one hour later.

(Continued on page 52)

damage losses HURTING you?

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- ▶ Less damage—because SEATRAIN sea route cuts switching, humping and handling.
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- ▶ Favorable SEATRAIN rail-water tariff differentials. *For example, the first class rate between New York-New Orleans is $1.29 less than the all-rail rate!*

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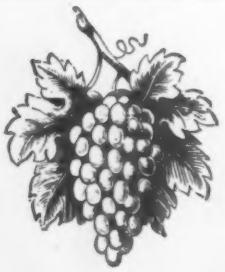

For shipping grapes

or tapes

or fancy fur capes

The better way is Santa Fe

ONE railroad all the way between Chicago, California and Texas! Call the nearest Santa Fe Traffic Office and have the longest railroad in the United States go to work for you.

Santa Fe

(*Continued from page 51*)

Illinois Central

. . . Expands Piggyback

Has expanded piggyback service from Chicago and St. Louis to Council Bluffs-Omaha and Sioux City.

Has joined in published TOFC rates from Eastern origins to destinations beyond Council Bluffs-Omaha gateway.

. . . Schedule Change

Has shortened running time of dispatch freight train AC-2 to provide fifth-morning through perishable schedule from West Coast to Chicago through Twin Cities gateway, the same as via Council Bluffs. AC-2 now leaves Albert Lea, Minn., at 1:10 p.m. and arrives Chicago 2:30 a.m. following day.

•

National Safe Transit Committee

. . . Expands Operations

The National Safe Transit Committee, Inc., has been established as a separate, independently operated corporation to serve manufacturers and shippers with its program of pre-shipment testing designed to reduce damage to goods in transit. The new organization assumes the functions and activities previously carried on by the National Safe Transit Committee of the Porcelain Enamel Institute. It will, in addition, provide new and expanded service to manufacturers, testing laboratories and other organizations interested in reducing loss and damage to freight. Headquarters of the committee are in the Associations building, 1145 19th st., N.W., Washington 6, D. C.

Traffic Publications

THE CONCORDANCE OF THE RAILWAY ACT. Miss B. Hannan, librarian, Canadian Industrial Traffic League, 20 Bloor st. West, Toronto 5, Ont. $9.50.

Includes a history and expanded analytical index of the Canadian Railway Act; a table of parallel sections; and rules of practice of the Canadian Board of Transport Commissioners. Maritime Freight Rates and Pipe Lines Acts also are covered.

•

HANDLING BALES OF COTTON IN PUBLIC WAREHOUSES—METHODS AND EQUIPMENT. Marketing Research Report No. 250, Office of Information, U.S. Department of Agriculture, Washington 25, D.C.

Explains many variations in methods and equipment for handling cotton at warehouses. Presents comparisons of costs of both labor and equipment for the principal combinations of methods and equipment.

AS MODERN AS TOMORROW

The German Federal Railroad offers fast, efficient freight handling and unmatched frequency of schedules to all cities in Germany as well as International Through-Service to all Europe. Save money, gain time . . . Ship by rail!

GERMAN FEDERAL RAILROAD

GENERAL AGENCY FOR NORTH AMERICA • JOACHIM WENZEL, GENERAL REPRESENTATIVE

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Special Shipping Problems?

TRY ERIE'S SPECIAL EQUIPMENT

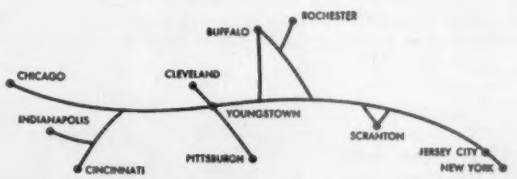
An important aspect of the complete **customer service** provided by your local Erie representative is assistance in analyzing the requirements of your shipments. And where your shipment can be handled more economically or more safely with special Erie equipment, he'll recommend it.

Erie customers regularly profit by using Erie covered hopper cars, heavy duty flat cars, special covered gondolas for coiled sheet steel and tin plate, various types of D-F cars, and Piggy-Back equipment. In fact, Erie's close **customer service** has resulted in the very development of much of this equipment.

When you specify, "Route it Erie", you'll see exactly what Erie **customer service** means to you. It's our way of running a railroad—of matching all Erie operations to your particular needs for more dependable delivery of your shipments.

Symbol of dependable **customer service**

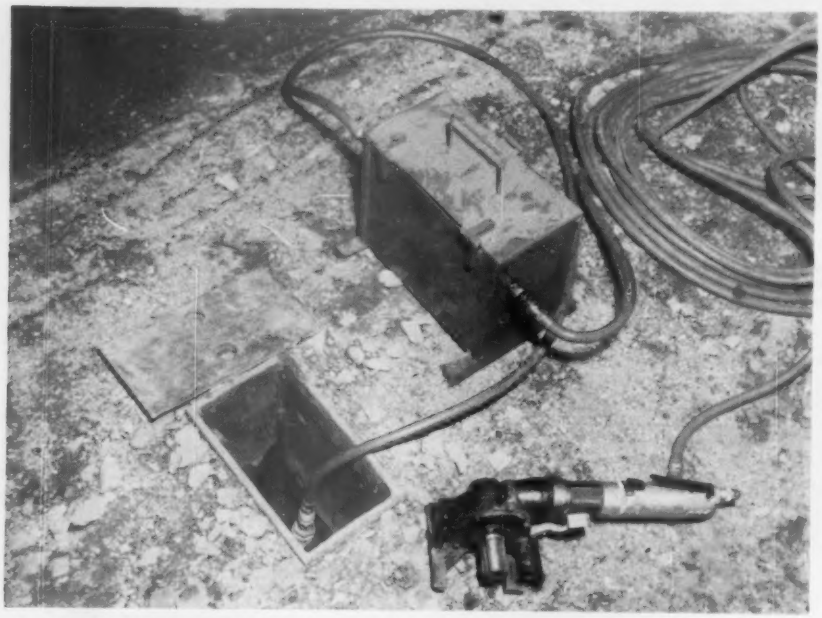
ERIE



Erie Railroad *Dependable Service for the Heart of Industrial America*

Ideas For Better Shipping

A MOVABLE CRANE loads pipe into gondola cars on Standard Pipeprotection sidings. Note steel strapping running under load and extending over sides of car; also air line station box in shadow opposite right center of car.



AIR LINE OUTLET STATIONS are placed at 50-ft intervals. In use, they are coupled to: (1) A portable box containing pressure gage and oiler; (2) hose long enough to reach either end of a car; and (3) power stretcher and cutter.

ONE MAN, working alone, with "built-in" air supply and power tool, can do a job which formerly took two men using manual tools—and do it more safely, too.

Underground Air System Speeds Pipe Strapping

"One man with a single power tool can strap and secure pipe loads on 16 railroad cars faster and more safely than the two men who were formerly required."

That's how Hugh W. Baird, president of Standard Pipeprotection Company, St. Louis, summarizes the benefits of his firm's new underground air line system. The installation is believed to be the first of its kind, but the principles are applicable wherever powered steel-strapping tools are used at some distance from the source of air supply. It was developed and installed with the assistance of the engineering staff of the Brainard Steel Division of Sharon Steel Corporation.

Before the new installation, Standard Pipeprotection had to run long lengths of hose from buildings to railroad sidings each time it wanted to use power tools in strapping loaded cars. This took time and ran up maintenance costs.

Now, ¾-in. galvanized pipe is run underground from one of the factory buildings to the railroad sidings and between two tracks. Pipe at right angles on either side of a central point carries air to eight stations, equally spaced one car length from each other.

Each station is protected by steel casing sunk two feet below ground level, with the top flush with the surface. A steel plate cover protects each station when it is not in use.

When a car is spotted at one of these stations for loading and strapping, the operator removes the steel cap and attaches a length of hose to the air line coupling. The hose in turn connects with a portable air lubricator, filter and regulator unit mounted in a portable steel box. When the end of the power tool hose is attached to the box, the operator is ready to work.

Before loading a gondola car with pipe, 2-in. by .050 Brainard heavy-duty strapping is laid across and into the car at six places. Enough is left to go over the top of the load. After the pipe is positioned in the car, the operator stands on top and threads his stretcher. While the strapping is being tensioned automatically by the stretcher, the operator places his sealer and completes the operation.

Because no manual pumping is required, the operator is in no danger of losing his balance and falling. Because he is operating a power tool, he works more rapidly and more efficiently than with a hand tool.

Modern Freight Service..

DEMANDS SUPERIOR RIDING QUALITIES AND LONG SERVICE LIFE

More than 100 MILLION car miles of service plus the favorable A.A.R. High Speed Truck Test results show that your cars will meet these requirements when equipped with

BUCKEYE C-R® Trucks

(CUSHION-RIDE)®

FOR COMPLETE INFORMATION.. CALL OR WRITE

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Ask for Bulletin No 201..

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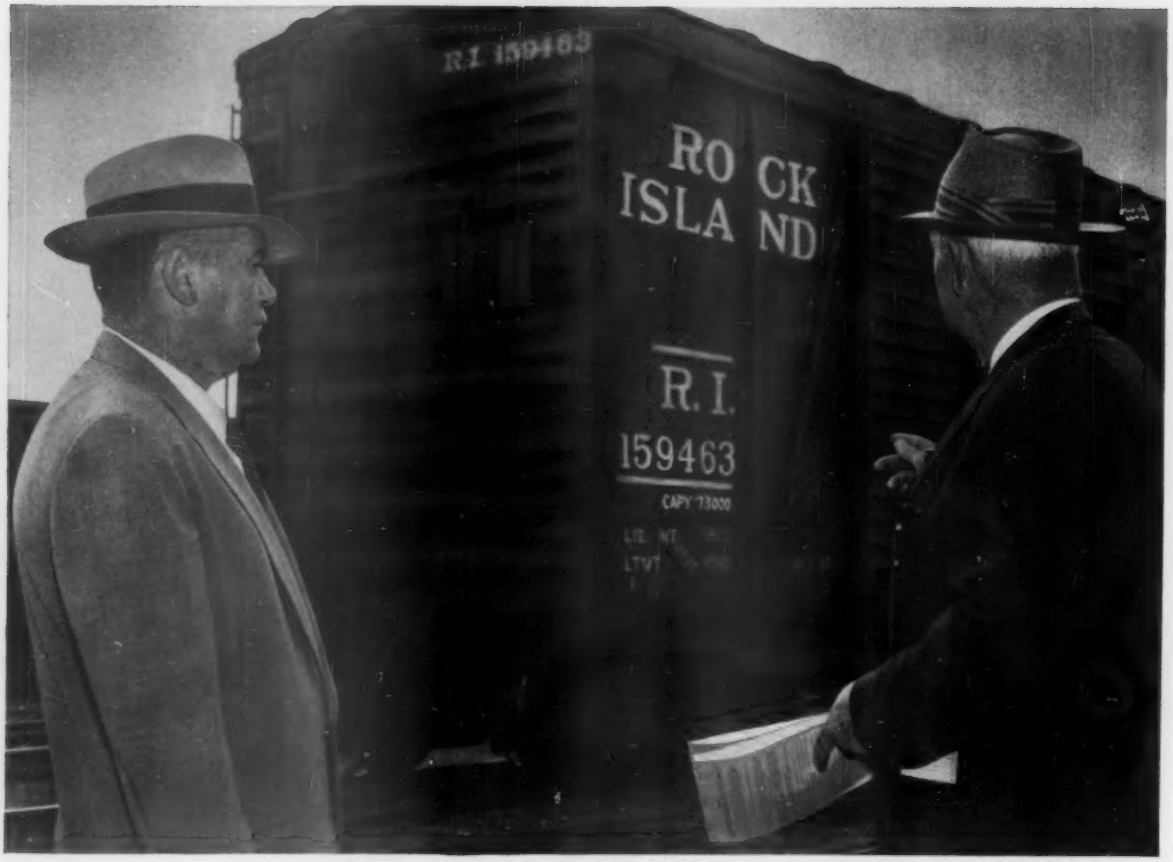

J. F. Orlomoski, left, confers with A. M. Jeffers, transportation inspector.

So freights run on schedule! But can shippers be sure their cars are on them?

On the Rock Island, Yes

to quote J. F. Orlomoski, Southern Division Superintendent

"Shippers aren't the least bit impressed by on-time train performance if their cars aren't on the trains," says Mr. Orlomoski. "So here are some of the ways we're set up to insure that cars make the proper connections.

"One, the Southern division – and every other Rock Island division–is required to fill out 'old load' forms daily. On these forms must be listed cars that did not make their designated trains, with explanations. It is desirable that the explanations be plausible, and that the lists be short.

"Two, a number of 'roving ambassadors,' called transportation inspectors, pay frequent but unscheduled visits to the system's various classification yards. These men check thoroughly whether cars are moving on their proper connections, determine the cause of any trouble, and initiate corrective measures.

"A third means of insuring prompt movement of cars are spot checks by Traffic Department representatives. Because they bear the brunt from customers if anything goes wrong, they take a dim view of inefficiency."

Occasionally things *do* go wrong. But not as often as you'd expect on a railroad 8000 miles long. One reason is that it's not run as an 8000-mile railroad, but rather, on a divisional basis, as seven smaller railroads of workable size. Mr. Orlomoski's Southern division, for instance, is 1250 miles long. He, and the 2000 people working with him, can–and do–take a personal interest in moving customers' cars to destination on time . . . and in good condition.

"To sum up," says Mr. Orlomoski, "you might say that on the Rock Island it's a lot easier for everyone to see that cars make the proper connections than it is for them to be indifferent, apathetic, or inefficient."

Route your next shipment via Rock Island–and experience firsthand the kind of service that is making new friends for the railroad every day.

If you have any comments, pro or con, regarding our rates or services, we invite you to discuss them with your Rock Island traffic representative.

Rock Island

ROCK ISLAND LINES

The railroad of planned progress
...geared to the nation's future

CHICAGO 5, ILL.

On the Right Track with...

L&N TOTE

L & N's newly expanded and improved Trailer-On-Train-Express service offers shippers door-to-door pickup and delivery on trailer loads with maximum convenience, speed, dependability and all-important economy!

No railroad siding is needed for TOTE service. A trailer is brought to the shipper's dock for loading, then is transported on a flatcar in a fast train to destination where it is driven directly to the consignee's plant. Low minimum weights and competitive rates make L & N TOTE service the most convenient and economical transportation.

TOTE Service now available in 10 major cities

- CINCINNATI
- NEW ORLEANS
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- BIRMINGHAM
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- EVANSVILLE
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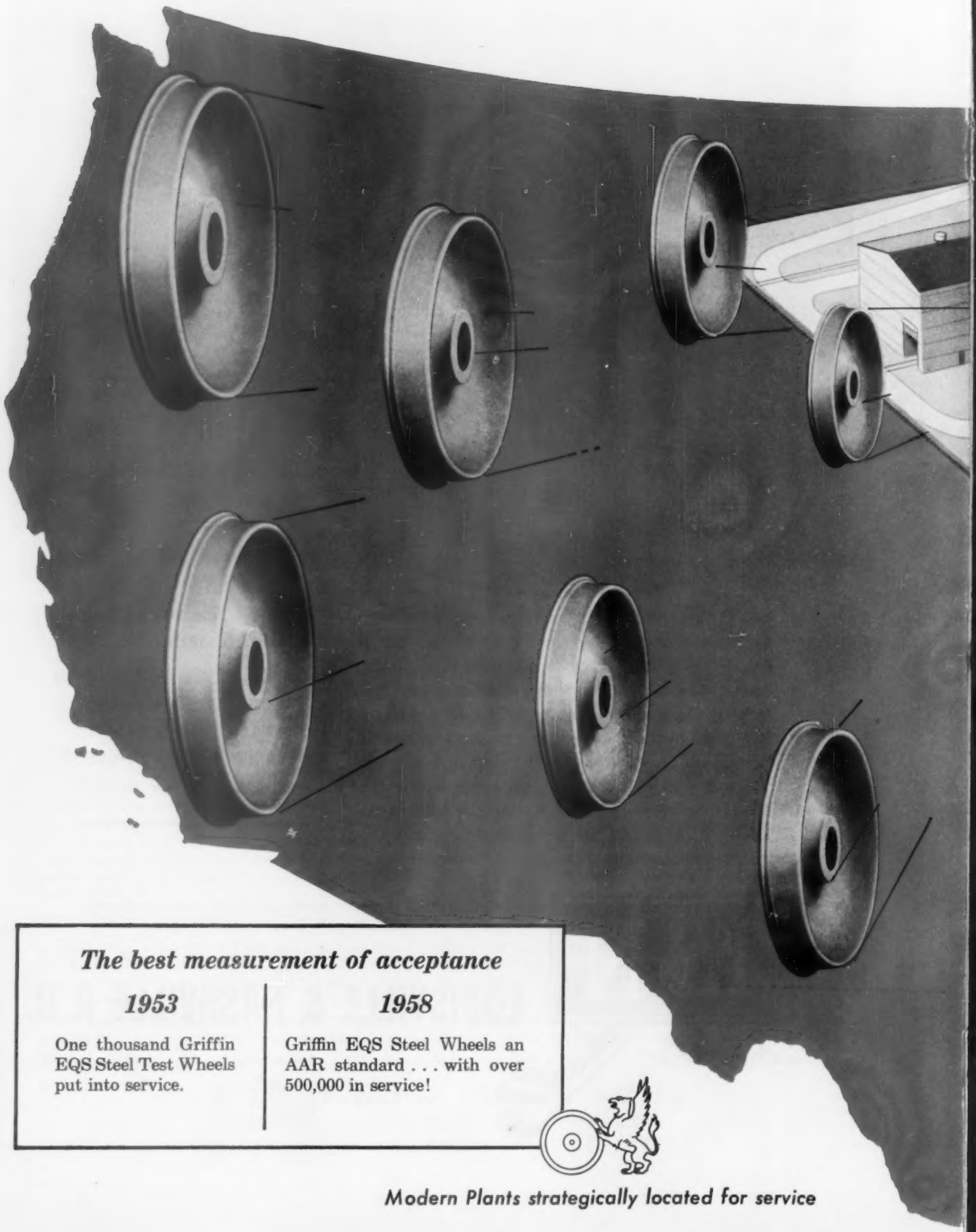
The Dixie Line

Call your L & N representative. He'll be happy to discuss your shipping problems with you.

LOUISVILLE & NASHVILLE R.R.

Now from Griffin's brand



The best measurement of acceptance

1953	*1958*
One thousand Griffin EQS Steel Test Wheels put into service.	Griffin EQS Steel Wheels an AAR standard . . . with over 500,000 in service!

Modern Plants strategically located for service

new Kansas City Plant . . .

More Griffin Steel Wheels rolling out to join the first half-million!

Here's the newest chapter in the story of fifty million freight car wheels produced by Griffin since 1877.

A brand new ultra-modern plant—just put into production in Kansas City—is helping to add more Griffin EQS Steel Wheels per day to the over 500,000 now in use. All railroads and private car lines from coast to coast can now expect better service through strategic plant location.

Service of the first half-million has demonstrated the cost-cutting qualities of Griffin Steel Wheels: longer service life . . . better wear . . . greater uniformity . . . closer tolerances . . . a complete wheel inventory with fewer tape sizes and full interchangeability.

Give the "green" to

GRIFFIN EQS
ELECTRIC QUALITY STEEL

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DESIGNED TO PRODUCE P I RESULTS

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Meet the Folks

WHO SELL OUR SERVICE

FRED S. MILLER, KCS since 1926. Ten years in accounting, then to traffic as merchandise agent. Four years USAF. Minneapolis traveling freight agent 1946. Made commercial agent 1951, general agent, 1952. Active traffic-transportation clubs, Minneapolis, St. Paul, Duluth, Waterloo; sec.-treas. Off-Line Traffic Representatives, Minneapolis, director Delta Nu Alpha Transportation Fraternity.

GLEN R. GILMORE, too, has spent most of working life with KCS Lines, starting as yard clerk, Kansas City, in 1948. Transferred to traffic, 1951, working as steno-clerk and senior clerk Kansas City, Omaha, Chicago, until September, 1955, when appointed traveling freight agent, Minneapolis. Traffic-transportation clubs, church activities and hunting-fishing occupy off-duty time.

DOROTHY WILLENBRING LANE, a Minnesotan, worked for Northern States Power company and Marquette National Bank, Minneapolis, before joining KCS Lines there as steno-clerk in November, 1940. Her hubby, home, company and bowling are Dorothy's interests.

OUR MINNEAPOLIS AGENCY, in the "Land of 10,000 Lakes," serves an important area of North America. There Fred S. Miller, and his staff, represent our system in Minnesota; North and South Dakota; northern Iowa; Superior, Wisconsin; Manitoba and part of Ontario, Canada.

Principal commodities we handle in this rich area are grain, grain products, linseed and soybean oils, potatoes, petroleum products, packing house products, refrigerators, farm machinery, canned goods and forest products.

Minneapolis is an important grain and milling center. Other metropolitan centers include Duluth, Minnesota, second only to New York as a port; Waterloo and Mason City, Iowa; Fargo, North Dakota, and Winnipeg.

Minnesota is important for iron ore and taconite production. Wide appeal to vacationers is reflected in a booming tourist business.

The area embraced by our Minneapolis agency is vital to our company. We appreciate the recognition shippers are giving us by routing their freight in connection with our lines.

J. W. SCOTT
Vice President — Traffic
KANSAS CITY, MISSOURI

1060 Rand Tower
Minneapolis 2, Minn.

We want your business!

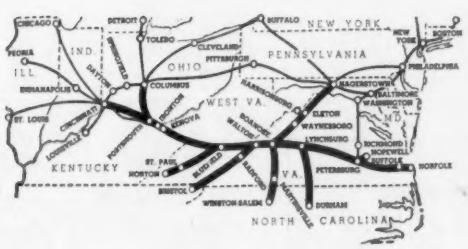
The Norfolk and Western has everything it takes to deliver your freight dependably—modern motive power and plenty of sturdy freight cars . . . roadbed engineered for smooth, safe running at high speeds . . . streamlined yard procedures and operating schedules . . . employees with the "know-how" and personal interest to do a top job.

We want a chance to prove that these and other factors of N&W *Precision Transportation* can increase your shipping efficiency . . . can decrease time en route between your loading dock and your customers.

An experienced traffic man — your N&W freight traffic Sales and Service representative—will be glad to come to your office at anytime to discuss your specific shipping problems with you. Phone him soon — *collect!*

We want your business!

N&W freight traffic Sales and Service representatives are located in 39 key cities of the U. S., as near to you as your telephone. They will welcome the opportunity to provide you with dependable shipping advice and information . . . without obligation.



Norfolk and Western RAILWAY

PRECISION TRANSPORTATION

INSIDE STORY of the new attack on the HOT BOX PROBLEM

AAR APPROVED
for limited application
in interchange service

CLEVITE Sealed Sleeve Bearing Cartridge

...new, permanent, soundly engineered and economical journal bearing conversion for freight cars

Field Reports:

In continuing road and laboratory tests, under extremes of actual and simulated operating conditions, Clevite Cartridges are exceeding all performance expectations.

Careful shop checks show that Clevite Cartridges require less modification, are installed at lower cost than any other permanent conversion.

Keep your eye on CLEVITE!

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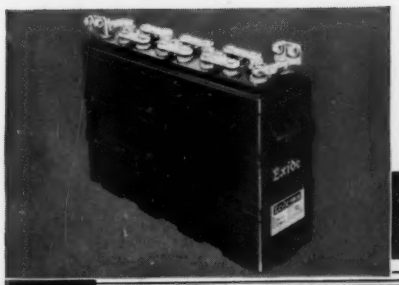
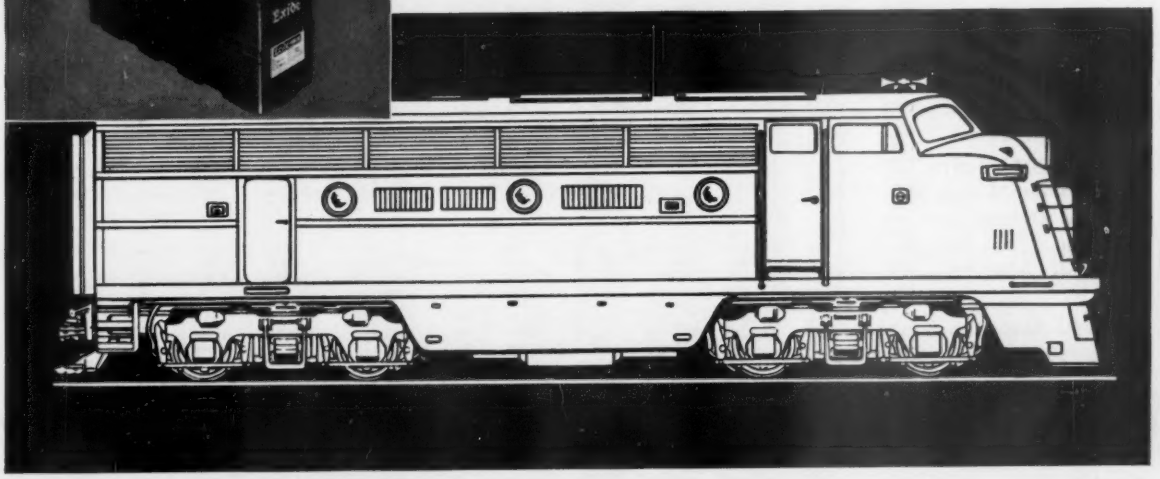
The CLEVITE Bearing Cartridge is a development of Cleveland Graphite Bronze Co. division of Clevite Corporation, Cleveland 10, Ohio

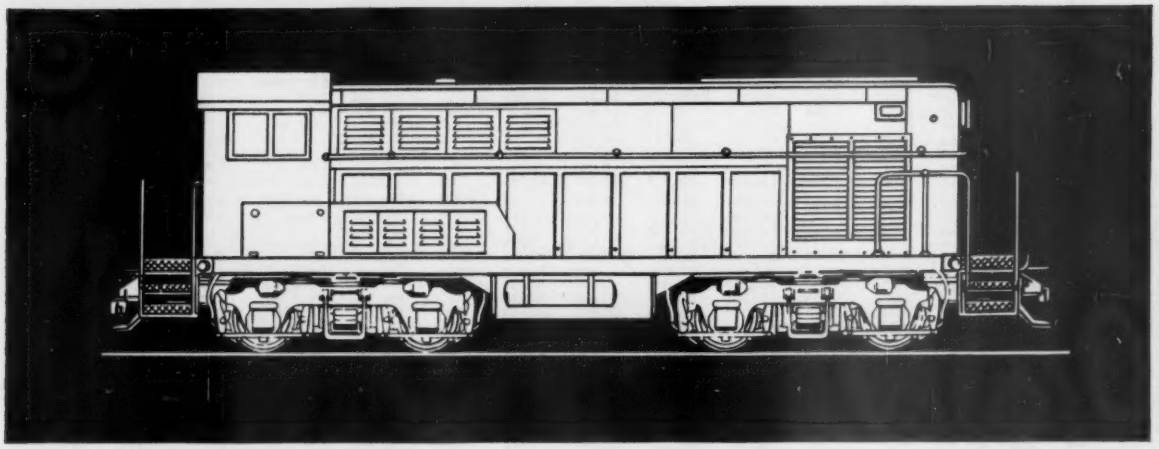
VERSATILE NEW BATTERY



New MGD Exide-Ironclad Diesel locomotive battery



Power for Road Types



Fits Switchers

Here's a battery you can use interchangeably in either of these two basic locomotive types. The new MGD Exide-Ironclad gives you far greater freedom and economy in using your available batteries. Its more efficient design packs more power into the same space. So your new MGD 420 amp-hr battery for road locomotives has the same physical dimensions as present 280 amp-hr batteries, such as are used in switchers.

Make sure you get this MGD Exide-Ironclad versatility next time you buy batteries. New design means actually superior performance and longer life. Saving in materials means extra economy. Beyond question, here is today's outstanding value in a diesel locomotive battery. Write for detailed bulletin. Exide Industrial Division, The Electric Storage Battery Company, Philadelphia 2, Pa.

Exide®

Freight Operating Statistics of Large Railroads—Selected Items

Region, Road and Year	Miles of road operated	Train miles	Locomotive Miles: Principal and helper	Locomotive Miles: Light	Car Miles: Loaded (thousands)	Car Miles: Per cent loaded	Ton-miles (thousands): Gross excl. locos & tenders	Ton-miles (thousands): Net rev. and non-rev.	Road-locos on lines: Serviceable: Unstored	Road-locos on lines: Serviceable: Stored	Road-locos on lines: Per cent: B. O.	Road-locos on lines: Per cent: B. O.
New England Region												
Boston & Maine....1958	1,559	205,398	205,579	3,729	6,863	59.0	486,355	187,048	64	18	12	12.8
1957	1,560	222,792	223,566	4,187	7,690	61.6	523,049	207,714	75	2	3	3.8
Maine Central....1958	944	81,768	81,768	1,223	1,980	59.2	140,727	57,607	31	..	4	11.4
1957	944	82,948	83,248	2,005	1,995	61.8	136,055	55,321	33	..	1	2.9
N. Y., N. H. & Htfd....1958	1,739	234,254	234,254	13,657	8,831	59.8	600,086	227,834	72	3	12	13.8
1957	1,739	246,694	246,694	16,520	9,688	63.3	633,202	248,706	80	..	16	16.7
Great Lakes Region												
Delaware & Hudson....1958	764	131,834	132,536	792	6,225	61.5	442,458	208,583	34	3	5	11.9
1957	771	149,934	153,390	4,700	7,798	65.2	548,582	273,090	37	..	3	7.5
Del., Lack. & Western....1958	927	227,515	231,255	8,843	8,750	60.1	611,695	236,991	56	..	8	12.5
1957	927	232,592	239,162	17,969	10,757	65.8	712,664	294,560	60	..	2	3.2
Erie....1958	2,207	469,343	471,431	9,350	25,049	64.7	1,612,446	598,933	165	9	..	..
1957	2,207	581,638	585,819	15,968	30,012	65.1	1,946,227	744,159	171	..	2	1.2
Grand Trunk Western....1958	951	178,406	178,561	1,301	5,590	58.6	406,133	152,796	45	16	15	19.7
1957	951	205,437	219,139	1,728	6,822	60.2	484,863	184,680	59	14	15	17.0
Lehigh Valley....1958	1,118	188,358	190,603	3,456	7,617	62.9	530,902	233,991	29	..	5	14.7
1957	1,135	218,797	221,547	3,665	9,411	63.4	657,366	294,204	31	..	3	8.8
New York Central....1958	10,470	1,793,959	1,807,178	86,079	67,156	54.8	5,120,611	2,142,844	428	21	34	7.0
1957	10,570	2,016,354	2,044,106	106,786	84,439	57.0	6,258,674	2,657,001	490	2	37	7.0
New York, Chic. & St. L....1958	2,155	526,293	526,293	3,779	23,216	62.0	1,664,736	696,062	106	27	4	2.9
1957	2,155	683,552	695,329	5,294	28,479	62.0	2,065,433	893,586	169	13	18	9.0
Pitts. & Lake Erie....1958	221	52,339	52,339	..	1,863	56.2	178,828	105,849	13	2	1	6.3
1957	221	64,264	64,264	..	2,747	64.1	246,582	152,338	15	..	1	6.3
Wabash....1958	2,379	448,094	449,058	4,251	19,148	60.9	1,355,075	525,766	115	..	2	1.7
1957	2,379	539,535	540,579	6,354	22,938	61.2	1,606,071	616,480	112	..	..	..
Central Eastern Region												
Baltimore & Ohio....1958	5,830	1,144,323	1,216,169	71,990	47,878	59.3	3,760,445	1,744,721	434	91	7	1.3
1957	5,896	1,458,204	1,627,249	132,955	57,615	60.5	4,799,208	2,320,253	472	20	57	10.4
Bessemer & Lake Erie....1958	203	44,502	44,633	133	1,693	55.9	216,164	139,273	13	1	..	..
1957	208	64,284	68,703	320	3,236	59.6	395,730	258,549	16	..	..	..
Central RR Co. of New Jersey....1958	600	102,178	103,265	5,092	3,659	61.6	283,070	137,843	63	..	4	6.0
1957	612	108,697	109,931	5,665	4,006	62.8	303,618	153,719	63	..	3	..
Chicago & Eastern Ill....1958	863	118,727	118,727	2,865	4,613	62.2	352,924	169,889	26	..	2	7.1
1957	862	116,812	116,812	3,227	4,959	65.2	358,392	172,262	26	..	3	10.3
Elgin, Joliet & Eastern....1958	236	52,169	54,066	..	1,691	60.8	138,101	73,055	33	11	..	..
1957	236	81,647	82,126	..	2,355	61.8	194,134	104,095	38	2	3	7.0
Long Island....1958	345	22,734	22,734	6,476	232	53.2	17,697	8,089	11	..	1	8.3
1957	345	23,066	23,066	6,993	214	53.8	15,861	6,892	12	..	..	..
Pennsylvania System....1958	9,893	2,276,938	2,383,892	139,523	92,651	60.1	6,968,716	3,092,414	660	89	106	12.4
1957	9,914	2,900,410	3,091,760	249,983	121,662	63.2	9,285,042	4,495,565	846	42	208	19.0
Reading....1958	1,302	238,179	239,385	7,695	8,413	55.2	720,198	350,364	147	10	25	13.7
1957	1,303	331,684	333,538	10,870	11,057	58.4	935,227	477,267	163	20	11	5.7
Western Maryland....1958	844	126,098	129,505	6,152	4,604	58.5	407,777	223,661	38	5	2	4.4
1957	846	147,830	151,997	7,417	5,614	63.7	482,014	275,076	52	..	..	..
Pocahontas Region												
Chesapeake & Ohio....1958	5,066	1,048,381	1,051,112	19,083	46,343	54.0	4,144,357	2,251,701	595	3	17	2.8
1957	5,067	1,449,098	1,454,177	28,126	62,801	54.6	5,746,075	3,172,902	606	4	78	11.3
Norfolk & Western....1958	2,106	534,288	561,257	34,333	24,956	53.4	2,431,216	1,281,883	170	44	9	4.0
1957	2,110	702,845	748,529	50,255	34,092	54.1	3,370,863	1,821,244	232	18	13	4.9
Rich. Fred. & Potomac....1958	110	34,358	34,358	711	2,120	58.6	144,558	52,142	15	..	..	..
1957	110	38,896	38,896	805	2,365	62.0	157,731	61,804	15	..	..	..
Virginian....1958	608	104,142	105,357	2,125	4,778	50.4	482,377	261,696	52	13	14	17.7
1957	611	159,609	162,009	3,973	7,801	50.1	794,293	437,625	62	1	12	16.0
Southern Region												
Atlantic Coast Line....1958	5,297	603,429	603,429	5,955	19,695	55.4	1,505,583	634,095	97	24	5	4.0
1957	5,283	698,041	698,044	8,311	20,723	57.9	1,570,728	693,035	137	..	2	1.4
Central of Georgia....1958	1,730	177,742	177,742	1,857	6,415	62.9	496,803	226,142	34	..	2	5.6
1957	1,730	177,305	177,305	1,728	6,947	65.1	505,362	244,530	33	..	2	5.7
Cinn., New Orleans & T. P....1958	334	117,488	117,488	598	6,650	60.4	444,585	183,170	24	..	9	27.3
1957	336	130,312	130,312	738	7,788	61.4	513,030	212,071	24	..	5	17.2
Florida East Coast....1958	571	95,125	95,125	18	2,660	51.3	221,166	86,375	50	..	6	10.7
1957	571	102,320	102,320	40	2,929	54.6	227,341	85,777	49	..	10	16.9
Gulf, Mobile & Ohio....1958	2,717	260,884	260,884	81	13,062	64.8	932,598	432,286	85	..	6	6.6
1957	2,717	266,789	266,789	474	14,106	67.6	987,981	474,778	80	..	11	12.1
Illinois Central....1958	6,497	925,433	925,433	24,977	39,530	61.2	2,903,373	1,327,200	196	78	95	25.7
1957	6,502	1,088,523	1,088,523	30,295	45,084	60.9	3,345,342	1,539,142	249	61	67	17.8
Louisville & Nashville(*)....1958	5,680	836,712	837,208	14,964	29,467	57.5	2,317,534	1,101,414	156	..	3	1.9
1957	5,686	1,005,482	1,009,544	16,477	33,974	60.3	2,598,849	1,293,629	177	..	12	6.3
Seaboard Air Line....1958	4,135	579,013	579,013	837	19,169	57.3	1,494,814	650,924	150	..	6	3.8
1957	4,049	576,522	576,522	942	20,054	58.8	1,519,572	672,630	155	..	4	2.5
Southern....1958	6,249	813,179	813,381	8,899	32,927	62.1	2,302,877	1,037,731	180	1	12	6.2
1957	6,251	842,101	842,171	10,082	36,301	63.7	2,489,004	1,130,149	190	..	13	6.4
Northwestern Region												
Chicago & North Western....1958	9,254	811,031	811,031	9,578	30,109	58.5	2,344,952	903,270	165	..	5	2.9
1957	9,252	912,428	912,428	9,962	30,744	59.4	2,385,717	968,436	188	..	14	6.9
Chicago Great Western....1958	1,437	129,544	129,544	175	6,931	65.1	499,177	233,054	24	..	2	7.7
1957	1,437	133,936	133,936	166	7,284	65.1	522,758	243,544	30	..	2	6.3
Chic., Milw., St. P. & Pac....1958	10,583	886,337	898,185	13,908	36,659	57.5	2,722,980	1,148,654	290	8	6	2.0
1957	10,607	934,654	947,622	17,570	39,648	60.3	2,864,535	1,233,397	291	1	17	5.7
Duluth, Missabe & Iron Range....1958	562	105,472	105,812	601	5,580	51.6	624,683	386,668	65	27	3	3.2
1957	566	171,501	171,580	822	8,458	51.1	902,025	553,145	70	3	11	13.1
Great Northern....1958	8,263	931,209	934,021	24,045	37,639	60.5	2,932,168	1,390,359	269	1	..	..
1957	8,289	1,122,033	1,125,588	24,197	45,961	63.7	3,579,593	1,809,607	236	74	12	3.7
Minneap., St. P. & S. St. Marie....1958	4,169	328,746	329,529	999	11,829	65.7	858,886	371,510	83	8	4	4.2
1957	4,169	440,628	442,194	1,893	14,076	65.7	991,183	465,216	79	8	7	7.4
Northern Pacific....1958	6,533	731,854	740,359	9,634	31,069	64.0	2,198,337	983,027	226	15	6	2.4
1957	6,534	799,124	807,570	15,555	32,897	64.6	2,308,263	1,031,426	248	38	26	8.3
Spokane, Portland & Seattle....1958	935	138,329	138,329	1,288	5,679	72.6	372,693	173,529	56	..	2	3.4
1957	944	137,494	137,494	1,273	5,611	72.9	359,135	176,895	52	..	2	3.7
Central Western Region												
Atch., Top. & S. Fe (incl. G. C. & S. F. and P. & S. F.)....1958	13,097	2,242,550	2,406,139	53,993	104,118	63.0	7,607,640	2,990,315	567	14	106	15.4
1957	13,172	2,536,349	2,692,453	59,293	115,167	62.4	8,161,556	2,990,161	577	16	95	13.8
Chic., Burl. & Quincy....1958	8,698	1,000,715	999,975	25,473	41,545	58.4	3,059,074	1,282,348	134	28	64	28.3
1957	8,728	1,080,478	1,079,077	21,771	45,529	62.1	3,242,921	1,408,602	162	28	31	14.0
Chic., Rock I. & Pac....1958	7,560	957,883	958,153	3,665	35,640	57.9	2,805,874	1,173,296	177	..	9	4.8
1957	7,576	990,989	991,257	3,476	36,779	59.8	2,804,309	1,170,151	177	..	9	4.8
Denver & R. G. Wn....1958	2,155	255,171	269,523	22,967	12,767	71.4	873,910	409,711	84	8	6	6.1
1957	2,155	293,060	314,001	28,465	14,526	70.2	997,716	463,596	91	3	3	3.1
Southern Pacific....1958	8,025	2,180,508	2,270,376	129,381	95,784	59.0	6,954,251	2,612,702	672	12	65	8.7
1957	8,036	2,293,102	2,384,197	150,715	102,109	60.6	7,293,161	2,769,835	695	103	37	4.4
Union Pacific....1958	9,748	2,143,167	2,179,159	59,826	98,089	60.9	6,895,098	2,711,845	349	56	88	17.8
1957	9,786	2,255,877	2,311,460	91,537	104,799	62.4	7,266,356	2,885,101	403	65	63	11.9
Western Pacific....1958	1,189	223,657	230,302	21,761	9,536	67.2	628,801	269,441	45	..	2	4.3
1957	1,190	243,614	264,290	12,136	10,611	62.2	728,502	296,651	45	..	1	2.2
Southwestern Region												
Kansas City Southern....1958	886	106,436	106,436	185	6,444	64.3	472,580	209,154	21	..	1	4.5
1957	886	132,048	132,048	238	7,396	64.3	545,344	242,646	26	..	1	3.7
Louisiana & Arkansas....1958	746	64,902	64,902	...	3,211	62.5	256,052	119,957	16	..	..	..
1957	746	80,141	80,141	30	3,768	62.5	296,448	136,877	17	..	..	..
Mo.-Kans.-Texas Lines....1958	2,915	211,789	211,789	2,021	9,970	62.2	702,235	320,412	73	..	2	2.7
1957	3,172	263,878	263,878	2,700	12,129	63.4	842,551	375,953	79	..	..	..
Missouri Pacific....1958	9,529	1,084,230	1,084,230	8,585	47,753	63.8	3,531,288	1,646,751	187	16	19	8.6
1957	9,660	1,129,412	1,129,412	8,819	51,956	63.7	3,689,585	1,672,051	381	..	21	5.2
St. Louis-San Francisco....1958	4,541	534,794	534,794	5,052	20,628	64.1	1,432,745	645,470	96	1	15	13.4
1957	4,573	602,997	602,997	5,796	23,365	65.8	1,602,939	733,364	102	..	7	6.4
St. Louis-San Fran. & Texas....1958	141	14,752	14,752	...	478	61.0	36,494	17,392	2	..	..	..
1957	154	16,047	16,047	...	459	61.9	33,488	15,121	2	..	..	..
St. Louis Southw. Lines....1958	1,554	286,016	286,040	1,491	12,224	70.7	777,293	347,461	52	..	..	..
1957	1,554	319,380	319,465	1,526	13,940	70.5	770,325	344,346	55	..	1	1.8
Texas & New Orleans....1958	4,271	598,829	598,829	745	25,107	62.4	1,812,611	806,363	137	..	2	1.4
1957	4,272	633,430	633,430	704	26,362	64.1	1,838,952	810,346	135	..	2	1.5
Texas & Pacific....1958	1,822	240,782	240,782	2,119	11,581	58.5	887,078	332,544	38	..	1	2.6
1957	1,822	274,733	274,733	5,477	13,091	61.6	961,358	364,057	44	..	2	4.3

For the Month of July 1958 Compared with July 1957

Region, Road and Year		Freight cars on line				G.t.m.per train-hr. excl.locos. and tenders	G.t.m.per train-mi. excl.locos. and tenders	Net ton-mi. per train-mile	Net ton-mi. per l'd car-mile	Net ton-mi. per car-day	Car miles per car-day	Net daily ton-mi. per road-mi.	Train-miles per train-hour	Miles per loco. per day
		Home	Foreign	Total	Per Cent B. O.									
New England Region														
Boston & Maine	1958	2,794	6,316	9,110	3.6	37,118	2,374	913	27.3	652	40.5	3,870	15.7	82.8
	1957	1,963	7,166	9,129	1.9	36,040	2,356	935	27.0	695	41.7	4,295	15.4	98.1
Maine Central	1958	2,710	2,080	4,790	5.4	24,824	1,726	707	29.1	389	22.6	1,969	14.4	90.0
	1957	2,182	2,367	4,549	5.3	23,790	1,644	669	27.7	393	23.0	1,890	14.5	97.4
N. Y., N. H. & Htfd	1958	3,311	10,262	13,573	5.6	40,113	2,562	973	25.8	507	32.9	4,226	15.7	111.8
	1957	2,855	12,791	15,646	2.6	40,023	2,567	1,008	25.7	474	29.2	4,613	15.6	109.7
Great Lakes Region														
Delaware & Hudson	1958	6,129	4,321	10,450	7.8	57,202	3,376	1,591	33.5	613	29.8	8,807	17.0	114.3
	1957	2,890	5,470	8,360	6.7	63,508	3,678	1,831	35.0	1,095	48.0	11,426	17.4	142.0
Del., Lack. & Western	1958	6,787	6,716	13,503	7.4	48,249	2,735	1,060	27.1	542	33.3	8,247	17.9	134.8
	1957	5,735	9,503	15,238	4.8	55,396	3,100	1,281	27.4	584	32.4	10,250	18.1	142.4
Erie	1958	11,961	13,120	25,081	6.8	68,823	3,465	1,287	23.9	765	49.4	8,754	20.0	100.8
	1957	9,096	18,251	27,347	3.2	66,270	3,378	1,291	24.8	859	53.3	10,877	19.8	126.4
Grand Trunk Western	1958	6,529	6,395	12,924	6.1	48,674	2,289	861	27.3	373	23.3	5,183	21.4	83.8
	1957	5,416	7,940	13,356	6.6	47,652	2,377	905	27.1	462	28.3	6,264	20.2	91.4
Lehigh Valley	1958	7,755	7,615	15,370	10.6	60,578	2,850	1,256	30.7	475	24.6	6,751	21.5	202.4
	1957	4,118	9,417	13,535	6.0	66,014	3,055	1,367	31.3	699	35.3	8,362	22.0	231.2
New York Central	1958	73,026	55,713	128,739	9.5	49,809	2,881	1,206	31.9	507	29.0	6,602	17.5	143.4
	1957	56,858	73,738	130,596	3.6	50,159	3,151	1,338	31.5	625	34.8	8,109	16.2	158.9
New York, Chic. & St. L.	1958	13,142	10,152	23,294	12.6	59,425	3,197	1,337	30.0	978	52.6	10,419	18.8	129.3
	1957	9,671	16,838	26,509	7.5	54,547	3,066	1,326	31.4	1,103	56.7	13,376	18.1	122.9
Pitts. & Lake Erie	1958	8,091	3,375	11,466	8.6	59,000	3,442	2,037	56.8	289	9.1	15,450	17.3	99.9
	1957	4,048	8,133	12,181	8.9	58,047	3,851	2,379	55.5	388	10.9	22,236	15.1	152.2
Wabash	1958	10,819	8,439	19,258	6.0	66,198	3,035	1,177	27.5	876	52.3	7,129	21.9	132.4
	1957	9,535	10,057	19,592	4.6	64,657	2,987	1,147	26.9	1,011	61.5	8,359	21.7	166.8
Central Eastern Region														
Baltimore & Ohio	1958	66,378	35,046	101,424	19.4	54,121	3,330	1,545	36.4	546	25.3	9,654	16.5	80.6
	1957	51,947	44,034	95,981	6.9	50,291	3,350	1,620	40.3	784	32.2	12,695	15.3	105.8
Bessemer & Lake Erie	1958	8,064	490	8,554	8.7	80,568	5,283	3,404	82.3	583	12.7	22,131	16.6	118.2
	1957	5,119	1,155	6,274	11.0	111,505	6,327	4,133	79.9	1,304	27.4	40,098	18.1	156.8
Central RR Co. of New Jersey	1958	4,557	7,828	12,385	19.2	39,707	2,891	1,408	37.7	332	14.3	7,411	14.3	78.6
	1957	2,462	9,168	11,630	8.6	41,689	2,894	1,465	38.4	408	16.9	8,102	14.9	78.5
Chicago & Eastern Ill.	1958	2,958	3,148	6,106	13.0	53,320	2,984	1,436	36.8	899	39.4	6,350	17.9	142.3
	1957	2,713	3,581	6,294	9.2	52,962	3,083	1,482	34.7	907	40.1	6,446	17.3	134.8
Elgin, Joliet & Eastern	1958	8,160	4,550	12,710	6.6	22,350	2,760	1,460	43.2	188	7.1	9,986	8.4	54.1
	1957	7,036	9,474	16,510	6.5	19,826	2,508	1,345	44.2	204	5.9	14,228	8.3	79.4
Long Island	1958	..	2,807	2,807	.7	5,808	792	362	34.9	89	4.8	756	7.5	119.9
	1957	..	2,984	2,984	.5	5,366	710	309	32.2	68	4.0	644	7.8	123.4
Pennsylvania System	1958	129,542	66,877	196,419	15.8	54,337	3,146	1,396	33.4	508	25.3	10,083	17.8	104.4
	1957	97,221	95,723	192,944	9.5	53,224	3,300	1,598	37.0	753	32.2	14,628	16.6	108.1
Reading	1958	19,561	13,235	32,796	17.6	47,478	3,024	1,471	41.6	343	14.9	8,681	15.7	52.7
	1957	13,603	20,072	33,675	3.1	48,312	2,820	1,439	43.2	459	18.2	11,816	17.1	67.4
Western Maryland	1958	9,271	3,081	12,352	4.5	48,522	3,289	1,804	48.6	630	22.2	8,548	15.0	108.2
	1957	5,067	2,845	7,912	2.7	50,225	3,352	1,913	49.0	1,062	34.0	10,489	15.4	108.4
Pocahontas Region														
Chesapeake & Ohio	1958	68,659	25,881	94,540	3.5	74,852	3,976	2,160	48.6	756	28.8	14,338	18.9	60.4
	1957	59,641	36,566	96,207	.7	75,567	3,993	2,205	50.5	1,078	39.1	20,200	19.1	76.0
Norfolk & Western	1958	45,878	6,730	52,608	.6	84,306	4,645	2,449	51.4	786	28.6	19,635	18.5	92.5
	1957	37,333	10,838	48,171	1.2	85,289	4,931	2,664	53.4	1,233	42.6	27,843	17.8	106.6
Rich. Fred. & Potomac	1958	163	915	1,078	2.9	83,463	4,213	1,520	24.6	1,425	98.9	15,291	19.8	79.7
	1957	86	1,060	1,146	1.7	84,802	4,060	1,591	26.1	1,682	103.9	18,124	20.9	90.2
Virginian	1958	13,734	1,391	15,125	3.2	70,113	4,713	2,557	54.8	560	20.3	13,885	15.1	48.6
	1957	10,968	1,664	12,632	2.3	73,025	5,071	2,794	56.1	1,083	38.5	23,105	14.7	78.6
Southern Region														
Atlantic Coast Line	1958	22,897	13,059	35,956	4.5	45,129	2,506	1,055	32.2	564	31.6	3,862	18.1	172.9
	1957	20,766	16,701	37,467	4.5	43,772	2,256	995	33.4	602	31.1	4,232	19.5	182.5
Central of Georgia	1958	4,468	4,477	8,945	4.1	49,458	2,802	1,276	35.3	840	37.9	4,217	17.7	175.7
	1957	2,771	5,474	8,245	4.2	50,592	2,853	1,380	35.2	918	40.1	4,560	17.8	176.0
Cinn., New Orleans & T. P.	1958	670	5,743	6,413	1.7	89,851	3,799	1,565	27.5	933	56.0	17,691	23.7	120.5
	1957	402	4,959	5,361	.8	89,176	3,954	1,634	27.2	1,304	78.0	20,360	22.7	156.9
Florida East Coast	1958	828	2,654	3,482	1.4	41,549	2,334	912	32.5	790	47.4	4,880	17.9	56.2
	1957	511	3,113	3,624	.7	40,117	2,225	839	29.3	786	49.2	4,846	18.1	62.5
Gulf, Mobile & Ohio	1958	7,232	9,614	16,846	7.0	70,252	3,576	1,658	33.1	809	37.7	5,132	19.7	100.0
	1957	5,940	9,744	15,684	7.6	70,940	3,706	1,781	33.7	979	43.0	5,637	19.2	103.0
Illinois Central	1958	28,505	20,243	48,748	3.8	56,386	3,160	1,445	33.6	880	42.8	6,590	18.0	90.7
	1957	26,824	26,180	53,004	2.6	54,085	3,100	1,426	34.1	954	45.9	7,636	17.6	103.4
Louisville & Nashville(*)	1958	38,163	13,825	51,998	7.5	48,389	2,777	1,320	37.4	687	32.0	6,255	17.5	191.8
	1957	30,761	18,111	48,872	5.1	47,126	2,590	1,289	38.1	861	37.5	7,339	18.2	189.8
Seaboard Air Line	1958	17,435	10,176	27,611	3.3	50,706	2,633	1,146	34.0	748	38.4	5,078	19.6	141.5
	1957	13,560	12,102	25,662	2.9	50,352	2,688	1,190	33.5	859	43.5	5,359	19.1	135.7
Southern	1958	21,309	24,900	46,209	4.8	49,028	2,843	1,281	31.5	703	35.9	5,357	17.3	153.0
	1957	17,668	23,694	41,362	4.9	50,116	2,968	1,348	31.1	878	44.3	5,832	17.0	151.4
Northwestern Region														
Chicago & North Western	1958	23,930	28,683	52,613	5.1	51,744	2,902	1,118	30.0	588	33.5	3,149	17.9	164.6
	1957	21,699	33,547	55,246	5.2	47,118	2,636	1,070	31.5	600	32.1	3,377	18.0	163.8
Chicago Great Western	1958	2,197	3,944	6,141	3.5	69,864	3,866	1,805	33.6	1,286	58.8	5,232	18.1	173.1
	1957	1,965	4,799	6,764	2.9	70,472	3,911	1,822	33.4	1,268	58.3	5,467	18.1	141.2
Chic., Milw., St. P. & Pac.	1958	34,566	27,341	61,907	5.0	60,620	3,085	1,301	31.3	612	34.0	3,501	19.7	105.3
	1957	32,492	33,986	66,478	5.7	57,411	3,079	1,326	31.1	625	33.4	3,751	18.7	114.2
Duluth, Missabe & Iron Range	1958	14,131	764	14,895	4.7	106,257	6,346	3,928	69.3	850	23.8	22,194	17.9	40.1
	1957	13,696	848	14,544	2.9	96,836	5,519	3,384	65.4	1,244	37.2	31,525	18.4	77.0
Great Northern	1958	25,129	22,412	47,541	3.8	59,609	3,198	1,516	36.9	1,003	44.8	5,428	18.9	124.6
	1957	23,542	21,547	45,089	3.0	57,795	3,249	1,643	39.4	1,327	52.9	7,042	18.1	126.5
Minneap., St. P. & S St. Marie	1958	7,403	6,630	14,033	6.2	75,793	2,617	1,132	31.4	876	42.5	2,875	29.0	126.3
	1957	6,400	8,303	14,703	2.7	47,800	2,264	1,063	33.1	1,006	46.3	3,600	21.2	170.7
Northern Pacific	1958	19,183	16,809	35,992	3.9	62,659	3,005	1,344	31.6	919	45.4	4,854	20.9	108.8
	1957	18,647	17,001	35,648	4.3	56,787	2,900	1,296	31.4	934	46.1	5,092	19.7	93.1
Spokane, Portland & Seattle	1958	1,643	4,430	6,073	3.6	39,864	2,707	1,260	30.6	947	42.7	5,987	14.8	89.3
	1957	1,574	4,430	6,004	2.4	38,497	2,635	1,298	31.5	1,018	44.3	6,045	14.7	94.7
Central Western Region														
Atch., Top. & S. Fe (incl. G. C. & S. F. and P. & S. F.)	1958	59,433	28,439	87,872	6.8	75,600	3,401	1,337	28.7	1,035	57.2	7,365	22.3	124.2
	1957	55,610	34,244	89,854	6.7	72,449	3,221	1,180	26.0	1,030	63.6	7,323	22.5	137.9
Chic., Burl. & Quincy	1958	24,178	20,081	44,259	4.0	61,229	3,066	1,285	30.9	963	53.4	4,756	20.0	157.6
	1957	19,976	27,082	47,058	3.5	60,471	3,010	1,307	30.9	1,014	52.8	5,206	20.1	174.6
Chic., Rock I. & Pac.	1958	16,912	25,637	42,549	5.0	57,859	2,942	1,230	32.9	854	44.8	5,006	19.8	180.1
	1957	11,551	24,862	36,413	5.7	54,495	2,838	1,184	31.8	1,042	54.7	4,982	19.3	182.3
Denver & R. G. Wn.	1958	8,832	7,114	15,946	4.8	70,791	3,435	1,610	32.1	871	38.0	6,133	20.7	101.6
	1957	6,918	7,610	14,528	2.6	64,121	3,414	1,586	31.9	1,032	46.0	6,940	18.8	126.2
Southern Pacific	1958	35,345	43,769	79,114	2.0	66,563	3,222	1,211	27.3	1,107	68.8	10,502	20.9	112.4
	1957	31,173	45,494	76,667	1.8	63,709	3,225	1,225	27.1	1,201	73.0	11,119	20.0	108.6
Union Pacific	1958	33,653	34,936	68,589	2.1	83,441	3,238	1,274	27.6	1,316	78.1	8,974	25.9	153.8
	1957	31,284	36,511	67,795	1.7	83,811	3,245	1,289	27.5	1,442	84.0	9,510	26.0	152.9
Western Pacific	1958	2,760	2,943	5,703	2.5	73,065	2,828	1,212	28.3	1,498	78.9	7,310	26.0	179.5
	1957	2,550	3,316	5,866	2.0	75,477	3,009	1,225	28.0	1,612	92.8	8,042	25.2	202.7
Southwestern Region														
Kansas City Southern	1958	2,888	4,212	7,100	5.3	88,004	4,446	1,968	32.5	964	46.2	7,615	19.8	178.9
	1957	2,391	5,352	7,743	3.5	79,822	4,150	1,847	32.8	1,020	48.4	8,834	19.3	182.4
Louisiana & Arkansas	1958	2,509	2,634	5,143	7.5	79,004	3,946	1,849	37.4	719	30.8	5,187	20.0	151.3
	1957	1,741	3,550	5,291	4.7	71,040	3,702	1,709	36.3	850	37.5	5,919	19.2	188.3
Mo.-Kans.-Texas Lines	1958	5,653	7,624	13,277	9.2	53,791	3,355	1,531	32.1	691	34.6	3,546	16.2	96.4
	1957	4,555	7,305	11,860	10.0	52,841	3,223	1,438	31.0	1,037	52.8	3,823	16.5	120.2
Missouri Pacific	1958	24,578	23,293	47,871	7.5	62,695	3,270	1,525	34.5	1,109	50.4	5,575	19.2	172.4
	1957	21,199	26,810	48,009	4.9	63,382	3,278	1,485	32.2	1,121	54.6	5,584	19.4	98.2
St. Louis-San Francisco	1958	11,676	6,597	18,273	2.2	52,994	2,694	1,214	31.3	1,025	51.1	4,585	19.8	169.8
	1957	9,962	11,847	21,809	1.7	51,862	2,663	1,218	31.4	1,018	49.3	5,170	19.5	200.2
St. Louis-San Fran. & Texas	1958	...	484	484	1.9	42,435	2,475	1,180	36.4	1,272	57.3	3,979	17.2	250.0
	1957	...	458	458	3.1	37,209	2,087	942	32.9	1,137	55.8	3,167	17.8	268.8
St. Louis Southw. Lines	1958	2,559	3,728	6,287	2.9	63,489	2,728	1,219	28.4	1,690	84.0	7,213	23.4	185.4
	1957	2,098	4,130	6,228	1.9	51,382	2,416	1,080	24.7	1,740	100.0	7,148	21.3	193.9
Texas & New Orleans	1958	7,049	14,961	22,010	1.9	66,467	3,050	1,357	32.1	1,161	58.0	6,090	22.0	147.7
	1957	6,348	15,636	21,984	1.4	59,602	2,920	1,287	30.7	1,212	61.6	6,119	20.5	158.4
Texas & Pacific	1958	3,798	5,488	9,286	4.0	78,461	3,696	1,385	28.7	1,120	66.7	5,888	21.3	212.3
	1957	3,270	6,309	9,579	2.2	74,849	3,518	1,332	27.8	1,182	68.9	6,446	21.4	214.1

*Includes operations of Nashville, Chattanooga & St. Louis, merged into Louisville & Nashville on August 30, 1957.
Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.

RAILWAY AGE Service Page

Minnesota OK's Agency Plan

C&NW has won permission to consolidate 106 stations into 45 Dec. 1, in spite of a court decision upsetting a similar M&StL plan.

► **The Story at a Glance: Chicago & North Western's central agency plan goes into effect Dec. 1 in Minnesota. The Railroad and Warehouse Commission authorized it Nov. 14. In its order, the Commission recognized that a federal judge has ruled a similar plan unlawful, but it challenged the judge's interpretation of the law.**

Involved are 106 stations, 89 of which are "one-man." The work performed at 57 one-man stations in Minnesota and five in adjoining states will be assumed by agents at 45 central agencies. To meet a commission requirement, C&NW will assign specific hours during which the agent will be on hand at one-man central and associate stations. Denied was the road's request to discontinue receipt and delivery of LCL at associate stations.

C&NW has won approval of similar agency plans in South Dakota and Iowa. Another is pending in Wisconsin. Savings in Minnesota alone will be $300,000 yearly. For all four, they would total $1,500,000.

The Minnesota commission has gone along with those of Iowa and South Dakota in recognizing a basic change in railroad relations with their freight customers: it isn't necessary these days to have a full-time agent every seven or eight miles. C&NW is authorized to assign one agent to travel between two and sometimes three stations within an eight-hour tour of duty.

The ruling is especially significant because of a decision by Federal District Judge Theodore B. Knudson at Minneapolis last August. He tossed out a commission order permitting "dualization" of 18 Minneapolis & St. Louis stations. Such agency plans are, he held, both in violation of state law and outside the jurisdiction of the commission. M&StL is preparing an appeal. Other attacks on the validity of the law are expected.

The statute provides that when business at a station exceeds $8,000 yearly, the railroad shall "keep an agent at such station during the business hours of each business day."

In the North Western case, the commission reasoned that C&NW is indeed "keeping" an agent at each station long enough to transact what business there is. The agent also will be available by phone when he's not on hand personally. By assigning periods of time at which agents must be in attendance, the commission said its order satisfies even the most strict construction of the statute.

C&NW will assign agents to stations for no less than an hour per business day. The Commission's order specified a 30-minute minimum. In some cases the time period runs as high as five hours.

The commission pointed out that when the statute was passed in 1901, "it was the station and the station agent which constituted the threshold of virtually all contact with the world outside." Although the situation has changed drastically, the law has never been revised. The commission also chose to give a "sensible interpretation to the requirement that an agent be on duty during business hours.

"These agents, on the whole, have practically no duties to perform for the public which occupy more than a minor fraction of the time for which they are paid. The burden of this expense is, of course, borne in the first instance by the railroad, but actually is passed on to the producer and the public in the form of higher rates."

The commission's order noted the savings inherent in C&NW's agency plan. "Petitioner proposes to return its revenues thus retained to the public in the form of improved box car supply, rate reductions, particularly in the case of grains, catching up on deferred maintenance of the operating property, and the staving off of more radical economies which otherwise might be necessitated," the commission noted.

"Many of petitioners' branch lines in Minnesota are marginal in character, and have such light traffic density that line abandonment may be a necessity. Petitioner has expressed the hope that the question of possible abandonment—which would be for the Interstate Commerce Commission to decide—will not arise; but that factor in the picture cannot be overlooked."

'High' and Dry

No trouble on clearances was caused by this unusual "high load" for the five railroads that moved the 92,000-lb, 16-ft-high submarine from Los Angeles to New Orleans recently. The unusual cargo, an especially-built unit for underwater photography, was on its way to Nassau. It was slated to get there on its own from New Orleans.

B&O Shops Busy

Car repairs stepped up; traffic upturn forecast.

Baltimore & Ohio President Howard E. Simpson foresees a "moderate" rise in traffic during the first half of 1959.

To get ready for the upturn, Mr. Simpson told the B&O's annual meeting last week, the road has called 1,600 car repair employees back to work. They will turn out some 1,500 additional serviceable cars per month.

A total of 1,000 70-ton gondolas are being rebuilt and placed in service at the rate of 200 per month.

Among other current improvements: installation of a large, high-speed computer in Baltimore, expected to be in service early in 1959.

For the first 10 months of 1958, the B&O's gross revenue declined 18.6 per cent below the corresponding period in 1957. At the same time operating expenses were reduced by 18.5 per cent. Cost-cutting measures included completion of dieselization, further mechanization of road work, special studies in yard costs.

Reduction in employment saved the railroad an estimated $48,000,000 in payroll costs during the first 10 months of 1958, Mr. Simpson reported. He said an annual saving of $6,000,000 would result from discontinuance and consolidation of unprofitable passenger trains.

Loomis Heads U. S. Group In Pan American Congress

President Eisenhower has appointed AAR President Daniel P. Loomis chairman of the United States National Commission in the Pan-American Railway Congress Association.

Mr. Loomis succeeds William T. Faricy, who resigned the post following his retirement as chairman of the board of the AAR. Mr. Faricy will continue as a member of the commission.

Letters from Readers

Looking Forward to More

Cincinnati, Ohio

To the Editor:

. . . The editorial policy of Simmons-Boardman has certainly been helpful to the railroad industry and we are looking forward to seeing more outstanding articles, such as "Outrage," etc.

A. M. Harris, Regional Manager
Pennsylvania Railroad

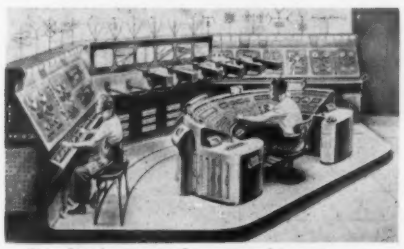
'Food for Thought'

Philadelphia, Pa.

To the Editor:

Glad to see your article on "Tomorrow's Railroad" (RA, Oct. 27, p. 20). It provides some fine food for thought and some excellent speech material.

As you may know, we've been covering



Reading's control room of tomorrow.

this subject for some time, even arriving at an artist's view of what a machine for the integration of many of the operations you describe will look like (*see cut*).

Harry E. Hammer
Director of Public Relations
Reading Railroad

More Attention

Ann Arbor, Mich.

To the Editor:

. . . I think the report on "Tomorrow's Railroad" was wonderful. Only wish it could get as much attention as the ICC examiner's report on the future of passenger business received.

Cleland B. Wyllie
News and Information Service
University of Michigan

'Much More Effective'

Akron, O.

To the Editor:

. . . You are to be congratulated on your new format [freight traffic featured in end-of-month issues of RA]. I am certain that it is proving much more interesting to the combined readership and, since it is bringing railroad technological progress directly to the desks of so many of the leading buyers of transportation, it should be much more effective from a railroad promotional aspect.

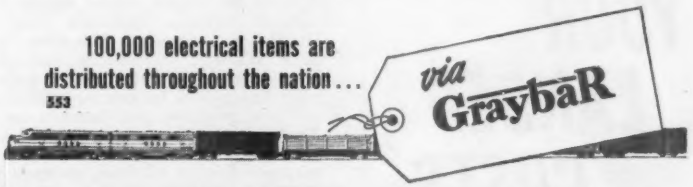
Joe E. Savely, Asst. to President
Akron, Canton & Youngstown

APRIL 12, 1895
LOCOMOTIVE WORKS FORECAST ELECTRIC MOTOR OPERATION
NEW YORK, April 12—A large number of tools, cranes, etc., in the shops of the Baldwin Locomotive Works are now operated by electric power. It is estimated that within a year all the various tools will be driven by electric motors, either direct connected, or driving lines of shafting operating a group of tools.
Through the courtesy of the Baldwin Locomotive Works we print an engraving of a 100-ton electric crane operating in the erecting shop.
The generating plant from which the motors at present used in the shop are supplied is temporary. It consists of two 100

Dateline 1895. Then, as now, American railroads were adopting new and better electrical tools for a more efficient operation. And, even in the '90's, Graybar already had over 25 years experience in supplying "everything electrical" to America's expanding transportation industry.

Today, you'll find well over 100,000 different electrical items listed in Graybar catalogs. And your Railroad Pocket List gives the addresses of over 130 Graybar offices and warehouses in a pattern of locations that means prompt deliveries of products bearing the names of America's leading manufacturers to railroads from coast-to-coast.

For tools – hand and power operated – in fact for everything electrical for your shops, call upon your nearby Graybar Railroad representative for assistance – he'll be glad to oblige.



GRAYBAR ELECTRIC COMPANY, 420 LEXINGTON AVENUE, NEW YORK 17, N. Y.

People in the News

ASSOCIATION OF AMERICAN RAILROADS.—Caleb R. Megee, vice chairman, Car Service Division, Washington, D.C., retires Nov. 30.

BOSTON & MAINE.—Lawrence B. Boyd, assistant to engineer of structures, Boston, appointed assistant engineer of structures, succeeding **Everett A. Armington,** assistant structural engineer, retired. Abolished Mr. Boyd's former position.

DENVER & RIO GRANDE WESTERN.—Edward H. Waring, division superintendent, Denver, has exchanged positions with **Edmund R. Moran,** division superintendent, Salt Lake City.

Merrill F. Black, assistant signal engineer, appointed assistant superintendent of signals and communications, with direct supervision over the Communications department, Denver. **E. A. Anderson** named telephone engineer, Grand Junction, Colo. Abolished position of communications engineer, formerly held by **J. D. Tofft.**

W. H. Freeman, engineer of track on leave of absence, left Denver Oct. 10 to become chief engineer for the **National Railroad of Venezuela.**

FRISCO.—A. N. Laret, vice president-executive department, St. Louis, retired Nov. 1 after 52 years' railroad service.

D. W. Patton named terminal trainmaster, Tulsa, Okla.

GULF, MOBILE & OHIO.—Clyde E. Jensen appointed district freight and passenger agent, Denver, Colo., succeeding **Lee V. Reef,** who retired Oct. 31. **Ernest Reiney, Jr.,** succeeds Mr. Jensen as district freight agent, Indianapolis, **James Gent** appointed freight traffic agent, Kansas City, Mo.

LACKAWANNA.—W. G. Dorsey, manager of transportation, New York, transferred to Scranton, Pa.

Charles Ormiston, assistant district claims agent, **New York Central,** New York, appointed general claims agent in charge of Personal Injury Claims department, Lackawanna, Hoboken, N. J.

LEHIGH & HUDSON RIVER.—W. C. Douglas, Jr., general agent, appointed general western agent, Chicago. Abolished position of western traffic manager.

LONG ISLAND.—Charles Roth, chief clerk to president, named assistant to president.

MILWAUKEE.—E. W. Chesterman appointed director of Flexi-Van service sales; **L. R. Whitehead,** freight traffic manager, sales and service; **R. T. White,** assistant to vice president; **J. J. Landrigan,** assistant to general freight traffic manager, rates and divisions; **Harry Ruud,** general freight agent; **G. H. Kronberg,** assistant to freight traffic manager, sales and service; **J. E. Shannon,** division freight agent, all at Chicago. **O. R. Anderson** appointed general freight agent, and **L. J. Kidd** named assistant western traffic manager, freight sales and service, both at Seattle.

W. B. Fisher, assistant general freight agent, Seattle, has been appointed general freight agent there.

NEW YORK CENTRAL.—Wallace M. Snow, assistant vice president—freight sales and service, New York territory, appointed to the newly created system position of assistant to vice president—freight sales and services, New York. **Homes Bannard,** freight traffic manager, **Pennsylvania,** Detroit, succeeds Mr. Snow.

NICKEL PLATE.—J. O. Hill, master mechanic, Wheeling & Lake Erie district, Brewster, Ohio, and **W. A. Anthony,** stationery storekeeper, Cleveland, retired Oct. 31.

W. H. Taylor, traffic representative, Cincinnati, appointed general agent, Birmingham, Ala.

NORTHERN PACIFIC.—W. T. Kennelly, master mechanic, Livingston, Mont., named superintendent of motive power, western district, Seattle, Wash., succeeding **F. W. Taylor,** who retired Nov. 1. **A. J. Lewis,** master mechanic, Jamestown, N. D., transferred to Duluth, Minn., succeeding **C. J. Wirth,** who replaces Mr. Kennelly. **L. W. Anderson,** road foreman of engines, Jamestown, appointed assistant master mechanic there. Abolished position of master mechanic, Jamestown. **D. T. Capistrant,** assistant superintendent, Como shops, St. Paul, promoted to superintendent of those shops, succeeding **W. E. Gleb,** retired. **J. D. Krohne,** assistant to general foreman, car shop, Brainerd, Minn., succeeds Mr. Capistrant.

PENNSYLVANIA.—Eugene L. Hofmann, assistant regional manager, Philadelphia, appointed manager of passenger transportation there, succeeding **John W. Leonard,** retired. **Harold P. Morgan,** regional engineer, Cincinnati, Ohio, succeeds Mr. Hofmann. **Charles E. Alexander,** manager of labor relations, Philadelphia, named to the newly created post of assistant director of labor relations. **Ralph H. Skinner, Jr.,** assistant manager of labor relations, also becomes an assistant director of labor relations, succeeding **Thomas V. Murphy,** retired. **Herman Kendall,** assistant manager of labor relations, succeeds Mr. Alexander as manager.

Norman J. Lynch, supervisor—labor relations, New York, promoted to superintendent—personnel, New York region, succeeding **Stuart J. Wilson,** advanced to assistant manager of labor relations at system headquarters, Philadelphia. **Norman M. Berner,** chief examiner, office of director of labor relations, Philadelphia, succeeds Mr. Lynch.

Harry J. McNally, regional engineer, New York Region, promoted to area engineer, Chicago, succeeding **Kenneth J. Silvey,** transferred to Pittsburgh. **Paul J. Harnish,** assistant regional engineer, New York, succeeds Mr. McNally. **John T. Evans,** district engineer, Canton, Ohio, replaces Mr. Harnish. **Robert D. Baldwin,** assistant engineer of tests, Altoona, Pa., named district engineer, Buckeye Region, Richmond, Ind., to succeed **John M. Kirschner,** appointed district engineer, **Pennsylvania-Reading Seashore Lines,** Camden, N. J. **M. Bruce Miller,** district engineer, Pittsburgh, advanced to regional engineer, Cincinnati, replacing Mr. Morgan.

James V. O'Hara, superintendent of personnel, Southwestern Region, Indianapolis, transferred to the Buckeye Region, Cincinnati, to succeed **Alfred E. Myles,** named assistant manager of labor relations, Philadelphia. Mr. O'Hara's successor is **John S. Stewart,** supervisor of labor relations, Buckeye Region, Cincinnati, who in turn is replaced by **Thomas J. Ryan,** chief examiner of personnel, Philadelphia. **George F. Daniels,** system supervisor of labor relations, Philadelphia, named superintendent of personnel, Northern region, Buffalo, succeeding **Dwight L. Moore,** transferred to the Pittsburgh region.

J. K. Sherwood, master mechanic, Canton, Ohio, transferred to Buffalo, succeeding **Philip E. Geise,** named assistant to engineer of tests, Altoona, Pa. **Robert E. Kleist,** assistant district engineer, Buffalo, appointed assistant engineer, tests, maintenance of way, Altoona. **D. N. Worfel,** track supervisor, Perryville, Md., succeeds Mr. Kleist.

Dr. C. H. Hartley, medical examiner, Harrisburg, appointed regional medical officer, Northern region, Buffalo, succeeding **Dr. A. W. Hoover,** named medical director, New York region.

OBITUARY

John Crossman, 67, retired Western traffic manager of the **Lehigh & Hudson River,** died Nov. 11 in Englewood Hospital, Chicago.

Joseph M. Hurley, retired assistant traffic manager, **New York, Ontario & Western,** died Oct. 24 at Nyack (N.Y.) Hospital.

Supply Trade

The 30th anniversary of the Sperry induction car system of detecting internal flaws in rail in track is being observed by **Sperry Rail Service** during November. The first detector car of this type was placed in service in 1928. A special 30th Anniversary Issue of the company's house organ, The Sperry Review, has been prepared. It contains historical data on rail testing and other information. Copies may be obtained by writing to Sperry Rail Service, Division of Sperry Products, Inc., Danbury, Conn.

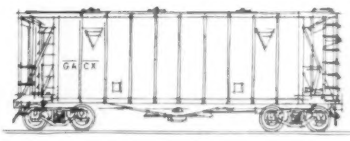
Thomas R. Wagner, retired vice president of the Railway Sales Division of the Budd Company's Western region, has been appointed assistant to president of Republic Coal & Coke Company, Chicago.

Robert J. Barber, formerly assistant engineer—signals and communication, **Detroit, Toledo & Ironton,** named associate editor of **Railway Signaling and Communications** and **Railway Age.** Mr. Barber holds a B.S.E.E. degree from Wayne University. He worked with Union Switch and Signal Co. in Swissvale, Pa., and served as an instructor at the U. S. Army Signal School at Ft. Monmouth, N. J., prior to joining the DT&I in Detroit.

OBITUARY

Norman T. Olsen, 51, president, **Peerless Equipment Division** of **Poor Company,** died Nov. 16 in Lutheran Deaconess Hospital, Chicago.

More than 40 railroads in the United States now have Airslide® cars in operation



GENERAL AMERICAN TRANSPORTATION CORPORATION

135 South LaSalle Street · Chicago 90, Illinois

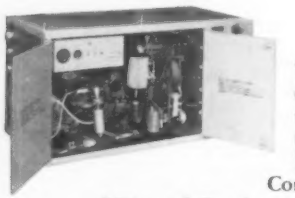
Why do users say that Tropic-Aire Reefers provide

"...the service that we in this industry desire and need"?

That statement is quoted directly from a letter written by Mr. Rodney Tetrault, president of Indiana Refrigerated Lines, Inc., in reference to the sixteen Tropic-Aire refrigeration units presently operating with his fleet (with mention that there will soon be more).

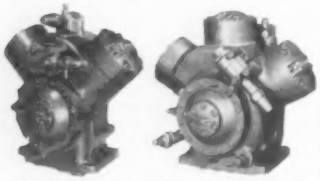
Why are outstanding fleet owners and operators, such as Indiana Refrigerated Lines, R. C. Motor Lines, Foremost Dairies, Safeway Stores, and Wabash Railway switching to Tropic-Aire refrigeration equipment for tough, long-haul jobs? Because only Tropic-Aire offers the *performance factors* essential to profitable, economical refrigerated transport: *power, overload capacity, absolute dependability, low operating costs,* and *your choice of power plants and fuels.*

These performance factors are not resultant of accidents. They are carefully planned developments designed to meet a need. And here are the reasons for Tropic-Aire's superiority.



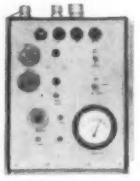
ENGINES

There are three specifically-designed powerplants basic to Tropic-Aire refrigeration units: the Continental N-62 (gasoline or LP), Continental Y-91 (gasoline or LP), and Continental ZD-129 (diesel). All are 4-cylinder, liquid-cooled engines, varying in horsepower according to the capacity of the refrigeration system. All Tropic-Aire units employ direct engine-compressor drive. For compactness, both compressor and condenser are mounted inside the engine frame. Condenser is cooled by 4000 cfm propeller type fan.



COMPRESSORS

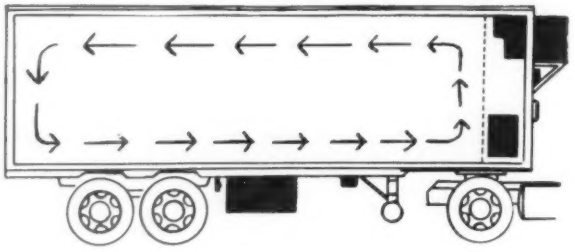
Depending upon the refrigeration capacity of the unit, two types of compressors are employed in Tropic-Aire refrigeration equipment. Carrier Model 5F20 is a two-cylinder compressor, capable of producing 5 tons of refrigeration. Carrier Model 5F30 is a 3-cylinder unit, designed for 8 tons. Both types are fabricated of rugged aluminum alloy, specifically for transport purposes. All Tropic-Aire compressors are force lubricated. Five-ton system requires 18 lb. Freon 12; 8-ton system requires 22 lb.



CONTROL PANEL

The control panel is waterproof and dustproof; it is ordinarily mounted in a position on the trailer nose where it is visible at all times. Lights indicate cooling, heating, defrosting, oil pressure and generator operation. Gauges show fuel level, engine temperature, and temperature of trailer interior. A three-way switch controls cargo heating and cooling; single switches control starting, lighting and manual defrost. (Defrosting may be controlled either manually or automatically.)

CONSTANT AIR CIRCULATION



Constant circulation of refrigerated air above, below and on all sides of the cargo is another factor in providing an ideal refrigeration service. In operation, whether the refrigeration system is idling or at full cooling, the evaporator blowers, inside the trailer housing, continuously circulate air — to assure that the cargo remains in premium condition, prevents edge-thawing of frozen cargoes, and makes certain that fresh fruits and vegetables retain their crispness.

STANDARD COMPONENTS

The fact that most Tropic-Aire refrigeration components are standard makes possible quick, easy repair or replacement, if necessary. Nearly any part of either powerplant or refrigeration system may be located quickly, wherever such automotive parts are sold (many Continental Motors sales and service outlets carry supplies of parts). For further details on parts, see the Tropic-Aire warranty.

Let your Tropic-Aire field representative give you full details and information about Tropic-Aire refrigeration . . . America's newest and finest!

ANOTHER PRODUCT OF

McGRAW-EDISON

McGRAW-EDISON CO.
TROPIC-AIRE DIVISION
5201 West 65th Street
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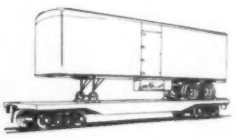

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MARKET OUTLOOK *at a glance*

Carloadings Dip 2.2% Below Previous Week's

Loadings of revenue freight in the week ended Nov. 15 totaled 643,795 cars, the Association of American Railroads announced on Nov. 20. This was a decrease of 14,291 cars, or 2.2%, compared with the previous week; a decrease of 3,502 cars, or 0.5%, compared with the corresponding week last year; and a decrease of 120,103 cars, or 15.7%, compared with the equivalent 1956 week.

Loadings of revenue freight for the week ended November 8 totaled 658,086 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, November 8

District	1958	1957	1956
Eastern	98,265	103,156	125,933
Allegheny	114,137	127,781	150,612
Pocahontas	53,166	57,774	62,411
Southern	116,720	120,278	126,820
Northwestern	87,375	91,255	119,022
Central Western	137,051	125,127	132,477
Southwestern	51,372	50,208	55,575
Total Western Districts	275,798	266,590	307,074
Total All Roads	658,086	675,579	772,850
Commodities:			
Grain and grain products	64,967	50,208	52,463
Livestock	9,776	10,723	11,231
Coal	118,602	131,175	145,135
Coke	8,586	9,222	12,460
Forest Products	38,401	37,389	42,829
Ore	44,248	46,079	71,467
Merchandise l.c.l.	45,467	52,315	60,228
Miscellaneous	328,039	338,468	377,037
November 8	658,086	675,579	772,850
November 1	674,477	713,994	800,367
October 25	674,264	703,688	816,803
October 18	695,768	726,812	828,741
October 11	686,138	741,520	823,207
Cumulative total, 45 weeks	26,217,970	31,445,478	33,037,291

IN CANADA.—Carloadings for the ten-day period ended October 31 totaled 123,974 cars, compared with 81,746 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
October 31, 1958	123,974	39,067
October 31, 1957	129,176	43,007
Cumulative Totals:		
October 31, 1958	3,176,949	1,176,183
October 31, 1957	3,427,494	1,378,126

New Equipment

PASSENGER-TRAIN CARS

► *Chicago & North Western.*—Will order 36 gallery cars for Chicago commuter service at a cost of $5,600,000, as an outgrowth of an Illinois Commerce Commission order. The North Western previously told Railway Age that the cars were planned to be of "push-pull" design. They would incorporate cost- and weight-saving features as well as operating cabs. Design work was done in conjunction with Pullman-Standard (RA, Apr. 21, p. 17).

FREIGHT-TRAIN CARS

► *Illinois Central.*—Company shops car-building program for 1959 includes 1,000 50-ton box cars; 500 70-ton hopper cars; 250 50-ton automobile cars; 100 50-ton bulkhead flat cars; 35 70-ton, 53-ft, 6-in. flat cars; and 15 70-ton, 60-ft flat cars. Fifty 70-ton covered hopper cars will be purchased from an outside car-builder.

► *Katy.*—Ordered 10 50-ton, 40-ft D.F. box cars from Pullman-Standard. Delivery: early in 1959.

► *Santa Fe.*—Has ordered 50 70-ton covered hoppers from ACF Industries. Delivery began Nov. 21.

► *Soo Line.*—Has ordered 10 covered hoppers: five from ACF Industries and five from Pullman-Standard. All are 70-ton cars of 2,003 cu ft capacity and are expected to be put in service by the end of November.

► *Orders Decrease.*—Orders were placed in October for 781 new freight cars, compared with 1,582 in September. Freight cars ordered in October 1957 totaled 2,202. Deliveries in October totaled 1,591 freight cars, compared with 2,131 in September and 8,295 in October, 1957. The backlog of cars on order and undelivered as of Nov. 1 totaled 23,670, compared with 24,982 on Oct. 1 and 65,718 a year ago.

TYPE	ORDERED October, 1958	DELIVERED October, 1958	UNDELIVERED Nov. 1, 1958
Box-Plain	37	442	7,582
Box-Auto	0	10	500
Flat	392	106	2,815
Gondola	0	6	3,119
Hopper	0	369	7,283
Cov. Hopper	180	222	884
Refrigerator	0	149	517
Tank	147	280	932
Caboose	25	7	36
Other	0	0	2
Total	781	1,591	23,670
Car Builders	621	539	4,259
Railroad Shops	160	1,052	19,411

New Facilities

► *Baltimore & Ohio.*—Will install centralized traffic control between Halethorpe, Md., and Point of Rocks, a distance of 60 miles. Also will improve control for the multi-track main line west of Point of Rocks. The latter will comprise the signaling of the two main tracks for the 10 miles between Point of Rocks and Weverton for either-direction operation, and remote control of the interlocking plant at Weverton from Brunswick, 3 miles away. Equipment will be supplied by General Railway Signal Co., Rochester, N. Y., engineering and labor by the railroad. Estimated cost: $1,500,000.

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NEW HAVEN RAILROAD

Commuter Relief Without Subsidy?

Five Chicago roads think it can be done. They're recommending a legislative program providing for less regulation and lower taxes. Milwaukee, C&NW, IC, Burlington and Rock Island are the proponents.

► **The Story at a Glance: Five Chicago railroads are recommending a no-subsidy legislative program to help solve the commuter problem. The proposals cover two major fields:**

- **A change in regulatory procedure which, in effect, would permit the carriers to justify a fare or service adjustment after —rather than before—it goes into effect.**
- **Reductions in railroad taxes designed to lighten the tax burden on commuter facilities.**

In New York, meanwhile, Governor-elect Nelson A. Rockefeller has given urgent priority to the metropolitan area's commuter problems, will meet with the governors of New Jersey and Connecticut to seek a solution.

The Chicago railroads presented their "relief without subsidy" program to the Illinois Mass Transportation Committee, which will submit a transit-aid program to the state legislature in January.

The recommendations followed by less than a week fare increases for three of the five roads involved—Milwaukee, 42 per cent; Illinois Central, 20 per cent; and Chicago & North Western, 24 per cent. The other two carriers, Burlington and Rock Island, won fare boosts earlier in the year.

Chicago's five principal commuter lines have long shied away from direct involvement with government subsidy proposals. The legislative program they're now recommending contains no mention of direct aid such as that granted recently in Boston and Philadelphia (RA, Aug. 4, p. 34; Oct. 27, p. 82).

Chicago's roads have contended that, given a better deal in regulation and taxation, they can make commuter operations less burdensome.

One of their major recommendations now before the Mass Transportation Commission would permit fare or service adjustments on five days' notice. The Illinois Commerce Commission would have no power to suspend such proposals. The Commission would retain the power to conduct investigations of fares and schedules—after changes have gone into effect, where commuter operations are concerned. Much the same procedure would hold in cases involving abandonment or discontinuance of service. Prior Commission approval would not be required.

From the carriers' standpoint, the changes would have several advantages:

- Effecting fare or service adjustments on short notice would eliminate the months of delay involved in practically every fare or service case under present regulation.
- Barring the Commission from suspending proposals would enable the roads to defend what is, rather than what might be. Under present law, the carriers contend they're forced to justify a theory instead of a practice. And their cases are, in effect, pre-judged since there can be no factual evidence of what the specific change will do to the specific carrier and its commuters.
- Both proposals—permitting short notice adjustments and abandonments without Commission pre-approval—would tend to return managerial functions to management. Commission authority to investigate "after the fact" would still protect the public interest.

The second carrier proposal would give a sizeable measure of tax relief, applicable to all roads but particularly to those with heavy investment in commuter service facilities. Major provisions of the proposal (designed for tax relief for Milwaukee, C&NW, Burlington and Rock Island):

- The state Department of Revenue would be required to determine the value of property used in railroad operation only on a basis which reflects earning power. Use of the cost of reproduction would be prohibited.
- Miles of road would be substituted for length of track as a factor for determining the portion of system value to be allocated to Illinois.
- Under present law, value of buildings with an original cost of more than $1,000 is allocated to the taxing district in which the structure is located. This provision would be stricken from the law.
- Property of union station companies would be assessed to the railroad companies actually operating the properties.
- The section of the law which distributes Illinois value to the various taxing districts on the ratio of miles of track within the district to total miles in the state would be changed to eliminate consideration of commuter trackage. Commuter-vs-line-haul proportion of dual-use track would be determined on a basis of the ratio of commuter train-miles to total train-miles.

A separate tax relief proposal covers Illinois Central, since its commuter lines are a part of its Charter Lines and are taxed on gross revenue rather than an ad valorem basis. IC's tax attributable to commuter service, however, can be precisely determined—consequently the relief proposal is simple and direct.

For IC, the roads would add the provision that any city served by a railroad whose commuter property is not assessable under standard Revenue Act procedures "shall receive a commuter tax equalization grant-in-aid from the general revenue fund, to be expended for the benefit of commuter operations . . . in an amount equal to the tax."

Present law sets up a complicated structure for determining fair cash value for the entire railroad, then allocating a percentage of the total to Illinois. Length of track, gross revenues and reproduction costs are figured on a ratio basis and averaged.

The law, however, permits the state to deviate from the specific tax computation methods cited.

The five roads are approaching the regulation-taxation reform by proposing to amend present law—Sections 10, 36, 41 and 49a of the Public Utilities Act; and Sections 80, 81, 82, 84 and 86 of the Revenue Act of 1939.

In the East, meanwhile:

- Nelson A. Rockefeller, governor-elect of New York, called for a three-state

IC Installs IBM 705

Illinois Central's new IBM 705 is already at work on payroll, freight, passenger and station and car record accounting. Certain operations of the freight car service bureau will be added on completion of system-wide Teletype circuits. The machine's sound-proofed, temperature- and humidity-controlled room is the result of a $250,000 remodeling job in which a 12,000-sq. ft area in the Chicago accounting office was prepared for its arrival.

approach to metropolitan New York's commuter crisis. He said he would seek an early meeting with Gov. Robert B. Meyner of New Jersey and Gov. Abraham A. Ribicoff of Connecticut.

"Something has got to be done about transit and transportation before the end of the year. That's a must," Mr. Rockefeller declared in an airport interview in Venezuela, where he was vacationing.

• New Jersey Gov. Meyner heard a warning from nine railroads that some lines operating in New Jersey may have to abolish passenger service or face bankruptcy if they don't get a substantial reduction in New Jersey taxes.

New Look at Rentals

Per diem dispute returned to ICC for thorough study.

The ICC will now give "thorough study" to the time-mileage formula for setting varying car rentals, which is proposed by railroads objecting to the present uniform per diem plan.

For that purpose, the United States Supreme Court has sent back the case wherein a three-judge federal court at Boston set aside a 1955 order of the Commission. That order upheld the uniform car-rental charges (now $2.75 per day) which have been fixed under provisions of Section 5a Agreement No. 7, the Bulwinkle-Act pact administered by the Association of American Railroads (RA, May 26, p. 37).

It was appealed to the courts by Boston & Maine, New Haven, Long Island, New Jersey & New York and several short-line railroads. The Supreme Court noted that it had received from the Commission a memorandum expressing readiness to proceed in accordance with the remand order of the lower court.

That court called upon the Commission to give more consideration to the terminal lines' proposed plan of tailored per diem rates. These would consist of a mileage factor for each road and a uniform time factor applicable to all roads. To the three-judge court, this idea seemed too important for the treatment it got from the Commission—a "brushing aside . . . with little more than a wave of the hand."

In view of the Commission's assurance that it would look the proposal over more carefully, the Supreme Court did not get into the matter of the Commission's jurisdiction. It was on that issue that the case was taken up by the B&M, NH and LI, despite their win in the lower court.

These appellants in the Supreme Court assailed the lower court's determination that the Commission has jurisdiction to approve per diem rates fixed by industry-group action under circumstances where non-assenters "are bound to pay whatever uniform price is fixed." They argued that the Bulwinkle Act does not give anti-trust clearance for collective action which thus binds non-assenters.

Frisco Loses Central of Georgia

The Interstate Commerce Commission has reversed its Division 4 and denied the St. Louis-San Francisco's application for authority to maintain control of the Central of Georgia.

Finding, too, that Frisco violated the Interstate Commerce Act in acquiring control of C. of Ga., the Commission has referred the matter to the Department of Justice. Meanwhile, it has issued an order requiring Frisco to end the violation.

Division 4's report of July 9, 1957, authorized the acquisition. Interest in the case has been indicated by the Legislative Oversight Subcommittee of the House Committee on Interstate and Foreign Commerce, which is investigating the regulatory agencies.

Denial of the Frisco application by the entire Commission came in a report dated Nov. 14 and made public the same day.

While it agreed with Division 4's determination that violation of the act was no bar to approval of the application, the Commission did not agree that it had a case wherein the public interest would be best served by such approval.

"The public interest," the Commission said, "is concerned not only with improvements in transportation service, but also with the maintenance of respect for and the observance of the law. If Frisco is permitted to retain the fruits of its unlawful conduct, and we sanction such conduct, which we consider to have been in flagrant disregard of the law, others will be encouraged to pursue a like course and to present a *fait accompli* for our approval."

The report indicates that Frisco began acquiring C. of Ga. stock in 1954, and, by the end of 1955, it owned 252,633 shares, or 50.73 per cent of the total outstanding in the hands of the public. On April 12, 1956, the commission instituted its investigation. Even after entry of the investigation order, Frisco continued to buy, the report said.

Meanwhile, Frisco had transferred the acquired stock to a trustee (Fred B. Wilson of Duluth, Ga.), "apparently in recognition that it was in violation of section 5 (4)." Of the trusteeship, the Commission had this to say:

"Considering the terms of the trust agreement, the circumstances leading up to Wilson's appointment as trustee, and his inexperience in railroad matters, it is not reasonable to believe that he will act free from the control or influence of Frisco. We are of the opinion, and find, that Wilson is affiliated with Frisco . . . and that transfer of the Central stock to him has not operated to terminate the control . . ."

Rail Union Chiefs Map 1959 Strategy

Heads of three big railroad labor unions are shown as they met in Chicago to decide on a course of "cooperative action" in renegotiating contracts next year. A three-year moratorium on changes in labor agreements expires in November, 1959. Guy L. Brown, head of the Brotherhood of Locomotive Engineers, sounded the keynote of the Chicago parley when he declared: "If we are going to have the book thrown at us, as some have said, we want to have some books ready to pass back." Meeting separately, general chairmen of the unions decided to ask for wage increase, but didn't specify how much. Pictured, seated, left to right, are J.A. Paddock, president of the Order of Railway Conductors and Brakemen; Grand Chief Engineer Brown; and W. A. Fleete, president of the Switchmen's Union of North America. Standing is R. E. Davidson, BLE first assistant grand chief engineer.

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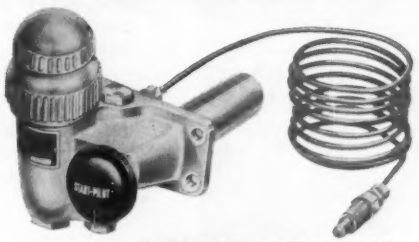

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You Ought To Know...

The jet age was met head-on by the Santa Fe last week at El Toro Marine Air Station, Calif. A jet fighter crashed on takeoff and flopped onto Santa Fe tracks seconds before the "San Diegan" arrived at the same spot. The locomotive and five cars were derailed but injuries were few.

A record backlog of orders at the beginning of 1959 is expected by General Railway Signal Co. A company spokesman says orders in the last six weeks have been "extremely good," adds: "It looks as if we are around the corner now." GRS also expects improvement in foreign sales in 1959.

Group winners in the National Safety Council's 1957 Railroad Employees' National Safety Award are eight railroads and two Pullman Company operations. Cited by NSC were: Santa Fe, Texas & New Orleans, Cotton Belt, Bessemer & Lake Erie, Colorado & Southern and Missouri-Illinois, among Class 1 roads; Los Angeles Union Passenger Terminal and Lake Erie Terminal, among switching and terminal lines; and Pullman's Southwestern Region and Buffalo, N.Y. shops. B&LE posted the best overall casualty rate among Class 1 carriers, with .72 casualties per million man-hours worked.

Train-phone installations have been made in Chicago's 21-mile north-south subway. The Chicago Transit Authority plans to so equip all seven rapid transit routes. Advantages: motormen can instantly report any incident or equipment failure causing delay. A public address system on the trains can be hooked in to allow supervisors to broadcast information to passengers.

Twenty-seven special trains via the Pennsy will bring cadets, midshipmen, teams, bands, and thousands of spectators into Philadelphia for the Army-Navy game on Saturday, Nov. 29.

The Railway Progress Institute's passenger research study will be presented first to railroad officers in a series of regional meetings beginning early in 1959. The report will take a more hopeful view than did ICC Examiner Howard Hosmer's recently released report on the rail passenger situation.

► Meanwhile, RPI has submitted a 27-page statement to the ICC taking issue with portions of Mr. Hosmer's report. RPI points out that rail coach travel for trips of more than 200 miles has not declined since 1950; that rail coach volume has actually increased in the West; that rail travel is used twice as much as air travel for trips up to 500 miles; and that railroads are the most popular means of travel for families with annual incomes less than $10,000.

The staggered system for electing directors has been abolished by the Chicago & Eastern Illinois. The system was adopted in 1953, as a move toward greater continuity in board personnel from year to year. The question was raised again at the 1958 stockholders meeting and C&EI's board took a new look at the situation. Result: election of all 13 directors by shareholders will become effective at the May 1959 annual meeting.

The first of eight damage suits filed as a result of a 1956 accident in which a passenger train rammed into a crowd, killing three persons and injuring five, has been won by the Milwaukee. The casualties were spectators at a July 4th fireworks display. Their vantage point: the Milwaukee's tracks. Plaintiffs charged the railroad should have provided guards—but the railroad contended successfully that it had no way of anticipating the situation.

The Texas Supreme Court has ruled that the state railroad commission is without authority to regulate rates on federal shipments handled in the state by common carriers. The commission had ordered carriers to get its approval for charging other than posted rates on federal freight or passenger movements. T&P filed the test case.

National Transportation Week will be observed May 17-23 in 1959. It will feature another N.T.W. contest, with categories established for cities of all sizes.

The 1957 income level—about $15,500,000—is expected to be reached both this year and again in 1959 by Illinois Central. IC President Wayne A. Johnston sees labor costs rising about $10,000,000 (including the Nov. 1, 1958, increases plus heavier maintenance and crew costs next year). But he also sees a gradual improvement in traffic and "we anticipate that the increase in revenues will offset the labor increase. . . ." The capital expenditure outlook for next year: projects totaling $23,250,000, down $1,500,000 from 1958 spending.

A slight increase in the number of railroad employees appeared in the middle-of-the-month October figures of ICC's Bureau of Transport Economics and Statistics. The total of 841,499 employees constituted a 0.19 per cent increase over September. Largest increase—1.41 per cent—was registered in maintenance of equipment and stores workers.

Railroad-Supplier Study On Buying Recommended

A Railway Progress Institute committee last week called for "a joint study participated in by both railroad and supply company officers" to work toward "ironing out the peaks and valleys of railroad buying."

The recommendation was made by the Committee on Railroad Purchasing Policy at the RPI's annual meeting in New York. The committee also urged that the Association of American Railroads be "approached officially" on another of its recommendations—to establish a Railroad Economic Research Center to study the industry's "feast and famine" problem.

Highlights of other committee reports:

- The Committee on Passenger Traffic Research announced plans for preparing a one-hour, audio-visual presentation on railroad passenger service to be made available to interested railroads.
- The Committee on Equipment Financing reiterated its support of the proposed construction reserve fund program.

The RPI elected the following new officers: chairman, Robert A. Carr, president of Dearborn Chemical Co., succeeding Arthur Williams, president of Standard Railway Equipment Manufacturing Co.; vice-chairman, John W. Scallan, president of Pullman-Standard Car Manufacturing Co., succeeding C. L. Heater, vice president of American Steel Foundries. New members of the governing board are Spencer D. Moseley, assistant to the president, General American Transportation Corporation; Thomas W. Pettus, president, Scullen Steel Co.; C. E. Grigsby, vice president, American Steel Foundries.

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Bethlehem Steel Company 3
Buckeye Steel Castings Co. 55

Chesapeake & Ohio Railway Co., The 39
Chicago, Burlington & Quincy Railroad 38
Chicago, Rock Island & Pacific Railroad 56
Classified Advertisements 77

Erie Railroad Company 53
Esso Standard Oil Company 4
Evans Products Company 50
Exide Industrial Div. of Electric Storage Battery Co. 63

Ford Grain Doors 34

General American Transportation Corp. 24, 25, 69
General Steel Castings 11
German Federal Railroad 52
Graybar Electric Co., Inc. 67
Great Northern Railway 32, 33
Griffin Wheel Co. 58, 59

Hunt Co., Robert W. 77

Illinois Central Railroad 27
Iron & Steel Products, Inc. 77

Kansas City Southern Lines 60
Kershaw Manufacturing Co. 49
Lehigh & Hudson River Railway Co., The 12
Louisville & Nashville Railroad 57

McGraw Edison Co., Tropic-Aire 70

National Aluminate Corp. ..... Inside Front Cover
New Haven Railroad 72
New York Central System 20
Norfolk & Western Railway Co. 61
Northern Pacific Railroad Co. 40, 41

Pittsburgh Plate Glass Co. 23
Port of New York Authority 68

Railway Educational Bureau 77
Ross & White Co. 72

Santa Fe Railroad 52
Seatrain Lines, Inc. 51
Servo Corp. of America 6
Southern Pacific 28
Southern Railway System 42, 43
Standard Car Truck Co. 62
Start Pilot Corp. 75
Symington-Gould Corp., The ..... Inside Back Cover

Texas & Pacific Railway Co. 36
Timken Roller Bearing Co., The ..... Back Cover

Union Pacific Railroad 37

Western Maryland Railway Co. 29
Wershow Co., Milton J. 75
Wheel Checkers 77

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Use the Most Economical Tool!

The railroad box car is a highly efficient transportation tool — if it is loaded at or near capacity. If it is lightly loaded, its costs per 100 lb. go up to the point where a well-loaded highway trailer may become competitive.

To minimize costs — both to themselves and shippers—railroads need a more economical tool than the box car for going out after loads far below capacity. The answer seems to lie in container and piggyback service. So it's a good thing for all concerned that the railroads are multiplying their experiments in this area.

Loading box cars to a minimum as low as 30,000 lb. or less (that is, with commodities that could be loaded more heavily) is relatively uneconomical, and in some cases might be competitively dangerous. We have some figures from a man well posted on truck operating costs. He tells us that an efficient truck-trailer operation might be able to haul relatively heavy freight 500 mi. at a cost of about 55¢ per 100 lb.

The ICC out-of-pocket cost estimate for a 30,000 lb. load in a box car, in Eastern territory, comes to about 55¢ per 100 lb. for 500 mi.

But now take a box car with a load of 80,000 lb. The out-of-pocket cost per 100 lb. drops to 26¢. In other words, with an 80,000 lb. load, the box car—from a cost standpoint—is far superior to the best probable truck performance, at least for the medium and longer distances.

Such cost figures, of course, are only estimates. Actual costs in any given case would deviate from them. But these estimates undoubtedly reflect accurately enough the high efficiency of the heavily loaded box car, and the possible competitive danger encountered by the lightly loaded car.

Bear in mind that the truck figures given here are not truck *rates,* but estimated *costs* of highly efficient performance. Railroads can't compete for traffic by attention only to rates charged by for-hire trucks, because such rates often may be away above operating costs. In such cases, both the railroads and the for-hire trucks are likely to lose the traffic to private carriers. It's the cost of private transportation that sets the ceiling on rail and for-hire trucks alike.

The economy of heavier loading of cars is spectacular. The ICC estimate of the out-of-pocket cost of moving a car with a 30,000 lb. load 500 mi. is about $172. If you get 80,000 lb. in the car, the cost goes up to only $208. These are estimates, of course, and do not represent actual costs of any particular movement. But there isn't any cost-finding method which will not show that costs per car are increased only fractionally by heavier loads.

●

But there are some shipments that cannot be pushed up toward car capacity. Do the railroads have to give up competing for such traffic? By no means—because, by using piggyback or container service, the railroads can still get their payload per car up to a relatively high figure. And with heavy loading per car—whether performed by box cars, or by flatcars hauling trailers or containers—railroad costs can in most cases be kept substantially below the best performance of which trucks are likely to be capable.

OTHER USES FOR TRAILERS AND CONTAINERS: Reducing the costs of handling lighter shipments isn't, of course, the only way that trailers and containers can supplement the box car to improve the railroads' competitive position. These devices often offer other advantages which make them attractive to customers—and they may reduce railroad terminal costs. But their use as an alternative to the light loading of cars is (or should be) a major attraction.

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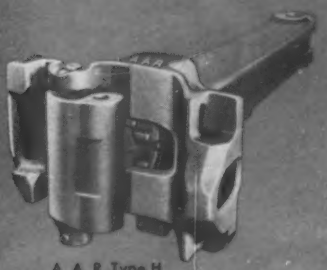
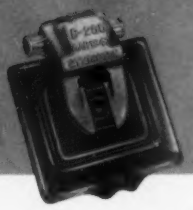


A. A. R. Type H Tightlock Coupler H-80

A. A. R. Alternate Standard Vertical Plane Swivel Yoke Y-30



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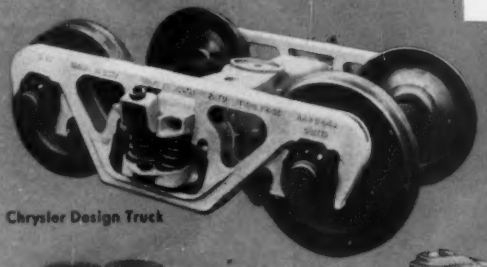
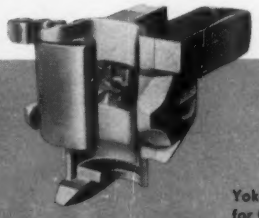


Chrysler Design Truck

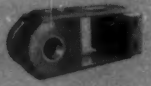


A. A. R. Type F Interlocking Coupler F-70

Yoke Y-50 Standard Pocket for Conventional Draft Gear Application

Truck Spring Snubber

Radial Connection Y-25-A



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Above Mr. Robert S. MacFarlane, President (left) and Mr. C. H. Burgess, Vice President-Operations, inspect new Northern Pacific "Pig Palace" car.

Now pigs go to market in Palace Cars . . . Northern Pacific equips 200 of them with Timken® bearings

TO give shippers more dependable service than ever, help get hogs to market faster and in better shape, the Northern Pacific has rebuilt 200 cars, called "Pig Palaces". Features include adjustable louvers to protect the porkers against hot, cold and inclement weather, snubbers to minimize shock and vibration. And to assure more reliable, speedier shipping, the cars are "Roller Freight"—equipped with Timken® roller bearings.

Shippers benefit from "Roller Freight" because Timken tapered roller bearings eliminate the No. 1 cause of freight train delays—the hot box problem. Pigs—or any shipment—arrive faster and in better condition.

There's another important benefit for shippers. Timken bearings reduce terminal bearing inspection time by 90%. Shipments move in and out of terminals faster—take less time in getting to market. And because Timken bearings cut starting resistance 88%, they make jolt-free starts possible, reduce damage to lading.

The Northern Pacific is one of 69 railroads and private car owners making shipments more dependable with "Roller Freight". And more of them are switching more cars to Timken bearings. Over 25,800 such cars are already in service or on order—with over ⅓ of them in interchange. As more and more railroads go "Roller Freight", they will end the hot box problem. And that means better and better service for shippers and all America. The Timken Roller Bearing Company, Canton 6, Ohio. Canadian plant: St. Thomas, Ontario. Cable address: "TIMROSCO".

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